

MAIL.

Published every Evening.

PRICE, \$24 PER ANNUM.

5月14日(日)

Freight, apply to ---
VOGEL, HAGEDORN & Co.
 Hongkong, July 30, 1878.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTES FRANÇAIS.

STEAM FOR
BAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 28th September, 1878, at Noon, the Company's S. S. *SINDH*, Commandant *BRUNER*, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Passes until 3 p.m. on the 27th September, 1878. (Passes are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUY, Agent.

Hongkong, September 17, 1878. cc28

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st October, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th September. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN PASSAGE TICKETS.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, September 11, 1878. cc1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF TOKIO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Freight will be received on board until 4 p.m. of 14th October. PARCEL PACKAGES will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 3, Praya Central.

RUSSELL & Co., Agents.

Hongkong, September 20, 1878. cc15

FOR SALE.

FOR SALE.

TWO AMERICAN and One English Second-hand BILLIARD TABLES, with BALLS, CUES, LAMPS, &c., Complete.

Apply to

D. NOWROJEE, Hongkong Hotel.

Hongkong, July 11, 1878. cc1

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITZ, Ph.D., Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai, and Messrs LANE & WATSON, Shanghai.

Hongkong, March 1, 1878.

Notices of Firms.

NOTICE.

MR HENRI VINAY has been Appointed AGENT for the COMPTOIR D'ESCOMPTE DE PARIS, at Hongkong. Mr ERNEST SCHEVEBLIN will have power to act at the same place in Mr VINAY'S absence.

E. G. VOUILLEMONT, Manager, COMPTOIR D'ESCOMPTE DE PARIS, SHANGHAI.

Shanghai, September 6, 1878.

WITH Reference to the above, I have This Day OPENED the AGENCY of the COMPTOIR D'ESCOMPTE DE PARIS, at the Office of Messrs RUSSELL & Co.

H. VINAY, Agent.

Hongkong, September 12, 1878. cc12

NOTICE.

THE Underigned having This Day PURCHASED the STOCK-IN-TRADE, Book Debts, and Goodwill of the CHINA DISPENSARY hitherto Carried on by Mr W. BALL, will conduct and carry on the said Business (in connection with the VICTORIA DISPENSARY) on his own Account from This Date.

WM. CRICKSHANK.

Hongkong, August 31, 1878.

NOTICE.

THE Interest and Responsibility of Mr ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.

Hongkong, June 13, 1878. cc13

NOTICE.

THE Underigned, HOP YEE & Co. of HOWARD'S Godown, No. 239, Shek Tong Tsai, begs to notify that the said Company is not now to be responsible for any Debts contracted by any of the Firm's employees or Partners. Also, no Debt, if any, can be deducted from the Rent Payable to the said Company. The Rent Payable is only Responsible for those Accounts, which are Confirmed and Signed by Mr CHOW WING ON himself, of the Kang Yui shop, Wing Lok Street.

HOP YEE & Co.

Hongkong, September 13, 1878. cc13

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

INSURANCES.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Underigned having been appointed AGENTS in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.

Hongkong, August 13, 1878.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BORROW, Secretary.
A. A. HAYES, Jr., General Manager, for China and Japan.

PRINCIPAL OFFICE,

120, BROADWAY, NEW YORK.

Assets \$31,700,000
Surplus \$ 5,500,000

THE Underigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co., Agents.

Hongkong, January 21, 1878.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 8, 1878.

INSURANCES.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1878.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned have been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE.....280,000
SPECIAL RESERVE FUND.....104,000
Total Capital and accumulations this date.....Tls. 784,000

Directors:
F. B. FORBES, Esq., Chairman.
H. P. EVANS, Esq., C. LUGAN, Esq., C. KREBS, Esq., Wm. MEYERHOF, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.
Messrs. BARKER BROTHERS & Co., Agents in:
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, May 10, 1878. cc1

NOTICES TO CONSIGNEES.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *C. GABRIEL*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignee's risk and expense.

G. B. EMORY, Agent.

Hongkong, September 17, 1878. cc24

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. TIGRE.

NOTICE.

CONSIGNEES of Cargo per S. S. *Copernic* and *Euphrate*, from London, in connection with the above Steamers, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee, before Ten o'clock, the 18th Inst., at 11 a.m., requesting it to be landed here. Bills of Lading will be countersigned by the Underigned.

Goods remaining unclaimed after Monday, the 23rd Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Hongkong, September 18, 1878. cc23

TO LET.

THREE OFFICES, in Club Chambers. The BUNGALOW, No. 2, Shelley Street.

Apply to

DOUGLAS LAFRAIK & Co.

Hongkong, September 10, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central, with Godown attached.

House No. 7, China Road, at present occupied by The Hon. CHOW SMITH.

DAVID BASSOON, SONS & Co.

Hongkong, September 2, 1878.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:—

FIRST FLOOR and BASEMENT of No. 2, Praya East, either separately, or together, as required, with immediate possession.

HOUSE No. 8, Praya East. The whole House or in Flats, with immediate possession.

Also,

SIX SPACIOUS ROOMS, with Corridors and Out-houses in the DWELLING HOUSE, to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine spacious Verandah looking on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

For further particulars, apply to

MEYER & Co.

Hongkong, August 15, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to

TURNER & Co.

Hongkong, August 1, 1878.

Intimations.

A NEW STOCK OF NEAT JOBBING TYPES HAVING BEEN RECEIVED FROM ENGLAND, THIS OFFICE IS PREPARED TO EXECUTE BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES. FANCY BALL PROGRAMMES ASSORTED RIBBON, IN GOLD AND COLOURS. BALL PENCILS, assorted colours. MENU CARDS, in Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS, LADY'S AND GENTLEMAN'S WASHING BOOKS, CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY, CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING, PASSENGER LISTS, BILLS OF SALE, LOG BOOKS, WILLS, &c., &c., &c.

China Mail Office, 2, Wyndham Street, (Bank of China).

Intimations.

GOVERNMENT NOTIFICATION.

SALE OF THE OPIUM FARM.

NOTICE is hereby given that the TENDERS for the PRIVILEGE OF PREPARING and SELLING PREPARED OPIUM within the Colony for the Term of One, Two, or Three Years from the 1st of March, 1879, under the Provisions of Ordinance No. 2 of 1868 will be Received at this Office until Noon on MONDAY, the 23rd September, 1878.

Each Tender should specify the Monthly Payment offered for the period above mentioned.

The Government does not bind itself to accept the highest or any Tender, but should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licenses direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By Command, J. M. PRICE, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, August 21, 1878.

GOVERNMENT NOTIFICATION.

WITH Reference to the above Notification, it is hereby notified that His EXCELLENCY the GOVERNOR has been pleased to extend the period up to which TENDERS will be Received to Noon on WEDNESDAY, the 23rd October.

By Command, J. M. PRICE, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, September 6, 1878.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yau Tsai Street; Mr Shi Chuan Fan, Tung Wen Kwan; Yum Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Bonam; Kwai Hing Shop, Sin Cheong Bonam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kok Street.

Foochow.—Mr Yi Ching Cheong, Foochow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yee Chuen, Maritime Customs; Mr Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chet, Maritime Customs.

Hankow.—Yee Hing Hong.

Ohfoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies, others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and *Peking Gazette*, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Chair and Boat Hire.

LEGISLATED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Palanquin Bearer.

Half hour, 10 cts. | Hour, 20 cts.
Three hours, 50 cts. | Six hours, 70 cts.
Day (from 6 to 6), One Dollar.

Licensed Bearers (each).

Hour, 10 cts.
Half day, 35 cts.
Day, 50 cts.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 5 or 600 tons, per Day, 35.00

1st Class Cargo Boat of 5 or 600 tons, per Load, 1.00

2nd Class Cargo Boat of 500 tons, per Day, 2.50

2nd Class Cargo Boat of 500 tons, per Load, 1.75

3rd Class Cargo Boat or He-kan Boat of 300 tons, per Day, 1.50

3rd Class Cargo Boat or He-kan Boat of 300 tons, per Load, 1.00

3rd Class Cargo Boat or He-kan Boat of 300 tons, Half Day, 50

Sampan.

or Palanquin Bearer, per Day, 10.00

One Hour, 20

Half-an-Hour, 10

Intimations.

Volume Seventh of the "CHINA REVIEW."

Now Ready.

No. 1.—Vol. VII.

OF THE "CHINA REVIEW"

CONTAINS—

The Chinese in Borneo.
Jottings from the Book of Rites.
The Character 華 or 華.
On the Use of the Character 華.
Brief Sketches from the Life of K'ung-ming.
The Critical Disquisitions of Wang Ch'ung.
Geographical Notes on the Province of Kiang.
The Ballads of the Sh'king.
Translations of Chinese School-books.
Perkin-Warbeck in China.
Short Notices of New Books and Literary Intelligence.
Notes and Queries:—
Dutch Doctors in Borneo.
The Giraffe and the Ki-lin.
On the Syllable Spelling.
Locust Operandi in Flogging.
Early Foot in Canton, in 1877-8.
A Chinese Coin.
Annamite Sovereigns.
Chinese Bank-notes.
Books Wanted, Kiangchen, &c.
China Mail Office,
Hongkong, Sept. 10, 1878.

POST OFFICE NOTIFICATIONS.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Sindh* will be despatched from Hongkong on SATURDAY, the 28th Inst., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Bataavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Antigua.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, 27th Inst.—

5 P.M. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 28th Inst.—

7 A.M. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M. Registry of Letters ceases.

11 A.M. Post Office closes except for Late Letters.

11.10 A.M. Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 15 cents extra postage, until

11.30 A.M. when the Post Office closes centrally.

Hongkong, September 14, 1878. cc25

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Gaelic* will be despatched on TUESDAY, the 1st October, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 15 cents extra postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, September 17, 1878. cc1

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.

When Name From.

25, G. B. S., Liverpool

28, Oracle, Liverpool

30, Bristolian (s.), Antwerp

Apr. 16, Invincible, Penarth

22, India, Cardiff

May 9, Naples, Cardiff

12, Don Quixote, Penarth

14, Varona, New York

17, Lord Macaulay, Hamburg

18, Niagara, Cuxhaven

June 1, Marina, London

14, Emily Chaplin, Cardiff

sure (1) To the crews being mixed, and the consequent want of unanimity of feeling amongst the men; (2) Bad food and worse cooks; and (3) The absence of any thought or attention being paid to providing recreation for the men.

Jack is treated on board a merchant ship as a necessary but burdensome appendage to a ship by the majority of Captains and owners. With regard to the crews being mixed this is an evil which, with shame be it said, cannot now be avoided, although Captains might mitigate the evil in many instances by seeing that the mixture is as little as possible when he has a lot of men to pick from, as is the case in nearly all large seaport towns at home.

But with regard to the second and perhaps greater cause, bad food and worse cooks. So far as the owners are concerned they provide so many lbs. of beef and pork and all the other articles which they are compelled to provide by Act of Parliament, and there they stop. The day is now passed in which it is necessary to feed men on a pound and a half of beef (junk?) or a pound and a half of pork. Provisions for sea use of a much more varied description can easily be carried, and no man should be stinted. If a man is fed well, he will, in ninety-nine cases out of a hundred, work well. And why should he not be fed well? The shipowner agrees to provide the men with board and lodging (1) and pay them a stipulated salary for doing certain work, and it is as much the duty of the shipowner to see that his part of the contract is properly carried out, as it is for the man to obey his superior's orders. Certainly there is a scale laid down by Act of Parliament, but the question arises, is this sufficient for all men, and if not is the employer relieved from the duty of seeing that his employees are properly fed? Was this Act of Parliament not framed rather to protect the poor and proverbially thoughtless seaman against the greed and avarice of unprincipled men? That is, legislation may be supposed to have said, You will of course feed those who sweat and toil for you, those who have to undergo hardships unknown to yourself, those who are torn from all social ties of home and kindred, those who wander about the world leading a joyless monotonous life of sea and sky, sea and sky, the only break in which is made by the storm king lashing the waves into a fury—those men whom you will naturally wish to keep healthy and healthy, you will feed well; but in case you should show a desire to shirk your responsibility it is enacted that each man shall have per diem 1½ lb. of beef, &c. These are some of the considerations suggested by the frequent cases of refusal of duty. May more could be given, and we may return to the subject.

The following report of the S. S. *Hailong* will be found of special interest in connection with the late uncertainty of the weather:—

Lying in Tamsui from Tuesday (10th) till Saturday (14th), a heavy fresh running wind from all quarters but principally North-easterly with continuous heavy rain and barometer fluctuating from 29.86 to 29.88. Rain gales showed 17 inches to have fallen in four days, 6 inches alone on the 14th. Current on the 9th proper running between 8 and 9 knots, and there was a down-draw and strong full speed ahead. Left Tamsui the 15th with barometer reading 29.90 and at steadily falling. Arrived in Amoy on the 17th, and experienced on the passage a heavy sea from N. with strong gale, highest reading of bar. 29.88, lowest 29.79. In Amoy had light winds and fine, barometer reading 29.75-29.09. Left Amoy the 18th inst. and arrived in Swatow the 19th, had moderate N. winds and fine weather, barometer remaining low throughout the passage, highest reading 29.72 and lowest 29.66. In Swatow fine weather, barometer inclined to rise. Left Swatow 20th inst. and from thence to port had moderate S.W. winds and fine, barometer rising. Passed S. S. *Taiwan* on the 17th inst. off Dodd's Island bound to Tamsui. Passed S. S. *Yi* on off Square Island on the 19th, with S.W. breeze in tow bound North. In Amoy: Chi, C. F. Ho. In Swatow: S. S. *Cassandra*, *Olympia*, and *Chiofo*, and H.M.S. *Grouler*.

(*L. and C. Express*, Aug. 16th.)

Sir Thomas Wade, accompanied by Lady Wade, proceeds to China by the Messageries Maritimes steamer *Amazone*, leaving Marseilles on the 22nd Sept., which is due at Shanghai on the 7th Nov. Mr. Ralph Milbank, Secretary of Legation at Peking, also proceeds by the same mail.

Mr. A. H. Monson, Secretary of the Legation at Yedo, has been appointed Secretary at Madrid, and Mr. John Gordon Kennedy, now a Second Secretary in Her Majesty's Diplomatic Service, is to be Secretary to the Legation at Yedo.

The scheme for introducing Chinese labourers into Algeria, it appears, has met with so much opposition that it is likely to be abandoned. General Charzy, the Governor, according to a letter in the *Débat*, at first leaned to the scheme, but now hesitates.

Deputy Commissioner-General of Ordinance W. H. E. Scott, who served for some time in China, died suddenly at his residence, at the Gun Wharf, Devonport, on the 9th August.

Messrs. Hall, Russell, and Co., of Aberdeen, launched on the 10th inst. an iron screw steamer of the following dimensions:—Length, 210 feet; breadth, 28 feet 6 inches; depth, 21 feet; and 900 tons gross. This vessel has been built under the immediate superintendence of Capt. Thebaud, and is under special survey at Lloyds. She will be fitted with compound surface condensing engines of 130 h.p. nominal, steam whistles, patent windmills, and all the most approved plans for facilitating quick discharge of cargo; and is also fitted up with splendid accommodation for first, second, and third class passengers, having large side scuttles for light and ventilation. The *Diamond* has been built to the order of Messrs. Pease, Hubbard, and Co., of London, and is intended for the China and Manila coasting trade. She is the fourth vessel built by Messrs. Hall, Russell, and Co. for the same owner. She was christened the *Diamond* by Mrs. Thebaud. After the launch she was taken to the River for the purpose of receiving masts and machinery. A luncheon followed, at which the usual toasts were given. We may mention that the vessel was ordered by telegraph, and has been built in the short space of five months. She will leave for Manila on the 20th Sept. Up to the 9th inst. reinforcements at a high rate were effected on the Liverpool barque *Warwickshire*, which was fully a month over an average passage from Cape

Town to Manila. She left the former port on the 29th March last, in ballast, and up to the date mentioned no information had been received of her arrival at Manila. On the 10th inst., however, any apprehensions entertained were removed by the receipt of a telegram by the owners, which stated that the vessel had arrived at her destination previous to the 7th inst. This information will not only be agreeable to the relatives of those on board, but also to the underwriters, who will not a nice sum through the safe arrival of the vessel.

An advertisement has appeared, stating that "the Bishop of Victoria, Hongkong, is desirous to obtain the services of a graduate of one of the universities, unmarried, ordained or desiring ordination, to act as Bishop's secretary and examining chaplain; to be ready to help in English preaching, to study Chinese, to take charge of Chinese or English mission students, and to accompany the Bishop from time to time on missionary tours. An engagement to be made for three years." On the application of the Rev. H. Wright, hon. sec. of the Church Missionary Society, books to the value of £4 have been granted to the Rev. W. Andrew, who is leaving England for missionary work in Japan. Similar grants were made, on the recommendation of the Rev. W. E. Barlow, to the Rev. C. H. V. Colman, leaving for Lagos, West Africa, and to the Rev. J. Grundy, leaving for China.

His Excellency Kwo-tah-Jen has left for Paris, en route to Frankfurt, to attend the Conference on International Law, as announced in our issue of June 21. The conference held at Bremen last year adopted a report in favour of securing to nations in the position of China and Japan all the rights of international law, and a translation of this report was forwarded to China by his Excellency for the information of his Government.

Hamburg, Aug. 13.—Another week of activity in shipping is to be reported and the harbour is crowded, although during the last few days a good many departures have taken place. The arrivals from the Far East have almost exclusively consisted of rice vessels. The *Sumarida*, Tobiesen, has sailed for Hong Kong, being the only departure, via the Cape, during the week. At Bremen a whole fleet of rice vessels have made their appearance. The vessels on their berth for China are the *Palmer*, steamer, for the Straits and China (chartered by the German Steamship Company), *Emil Julius*, Jurgensen, and *Exzellenz* (Krook), both for Hong Kong.

Paris, Aug. 14.—In the case of M. Schaeffelin, late of China, versus Count de Chappellaine, late Consul at Canton, M. Chappellaine, Consul Agent, and the Prefect of the Seine, representing the State, the Civil Court of the Seine did not consider that it came within its jurisdiction, and sentenced Mr. Schaeffelin to pay the costs of the suit. According to the *Gazette des Tribunaux*, the ruling is that "a claim for damages brought against a Consul, a Consul Agent, or the Prefect, representing the State, by a Frenchman who pretends to be the victim of an arrest and of being arbitrarily expelled from a foreign territory, does not come within the jurisdiction of Civil Courts." It will be remembered that M. Schaeffelin claimed £200,000 damages, as he had been forcibly embarked from Canton by order of the Consul. I regret to announce the death from aneurism of M. A. Henneguin, agent of the Messageries Maritimes at Shanghai. The sad news was received by telegram a few days ago. A member of the Shanghai Municipal Council and of the Shanghai General Chamber of Commerce, Mr. Henneguin was one of the most popular residents of Shanghai. We understand that he will be replaced by M. Du Poncey, Hongkong agent of the Messageries; M. de Champeaux, of Calcutta, going to Hongkong, and Mr. Chapuis, of Yokohama, going to Calcutta—light Chinese officers are now on a visit at Indret, near Nantes, where are situated the works belonging to the Navy to construct marine engines. M. G. Rouquet is publishing in the *Revue des Deux Mondes* a series of articles on China and Japan as represented at the Exposition Universelle.

We understand that the now existing regular service to Australia by the steamboats of the Steam Navigation Company will shortly be stopped, and there is a prospect of the Government subsidy hitherto given to the Company for that service being granted to the *Nederland* Company for regular service to China, which it intends to establish. —*Batavia Dagblad*, 28th August.

Canton.

September 20th, 1878.

Reverting to my note of the 23rd ult., wherein I intimated the apparent solution of the atmospheric enigma to be an early N. E. monsoon, I now write simply with reference to your expressed apprehensions of a Typhoon to say that I have as yet seen no indications of one here. My barometer had fallen to 29° 67' on the 22nd ultimo, as you will remember; since when it has been remarkably steady between 70° and 80° until the 18th when it fell to 67° and yesterday to 66°, but rising again to-day to 68°, with the usual signs of a fresher N. monsoon rather than of seriously unsettled weather.

Yet, as this is a critical period of the year, it is well that you urge precautions outside the river. My thermometer touched 94° on the 30th and 31st ultimo, and 92° on the succeeding six days; but the heat had been more intense and continuous in Arizona than here this season.

The local Government has introduced a scheme for farming the selling of Opium to an association of capitalists, in order to so control dealing in it as to aid the purpose to suppress the smaller retail establishments which attract the poor and youth of the city and neighbourhood. The sum paid is, I hear, \$100,000, or less per annum; but whether it will prove to be successful as the Maine law has been in promoting general abstinence remains to be proven. And, at the same time, there is an obvious danger of a misdirection of opinion by this action of the Authorities, whatever the measure of good faith actuating their intention.

Police Intelligence.

(Before J. J. FRANKS, Esq.)

21st September, 1878.

TO DAY'S FINE.

Chan Asan, selling fish in the public streets. Fined 20 cents.

Ching Ayan, and another, chair-coolies, fighting and creating a disturbance. Fined 50 cents each.

Fong Atung, hawking without a license. Fined 50 cents.

Chan Afat, a hawk, gambling in the public streets. Fined \$5.

Fong Ayan, master of shop No. 26 Bonham Street, packing sugar into bags in the public streets, thus causing an obstruction. To enter into his own recognisance \$5 to be of good behaviour for 6 months.

Chan U Ling, master of shop No. 2 Sung Fing Lane, committing a similar offence. Fined \$10 and to enter into his own recognisance \$25 to be of good behaviour for 6 months.

Marine Court.

(Before J. P. McEuen, Esq., Acting Marine Magistrate.)

Sept. 21 1878.

REFUSAL OF DUTY.

David Mair, Patrick Burke, Henry Folchamp, John Etiporich, and John Mcduich, seamen British barque *Strathairn*, were charged on remand with refusal of duty.

Captain Burnie, Government Marine Surveyor, and Mr. A. R. Sampson, Chief Barding Officer belonging to the Harbour department, gave evidence as to the quality of the provisions which they said they had surveyed and found of the same quality as that served out on board nearly all British ships. The remainder of the crew were called and questioned as to whether the provisions shown to them were the same they had been receiving, and they replied "Yes."

The 1st and 2nd defendants persisted in their refusal to go on board their vessel, and were each sent to 6 weeks' hard labour, and in addition were ordered to forfeit 3 days' pay to the owners, and 18 days' pay for refusing duty; the other three defendants promised to return to their duty and were ordered to forfeit 3 days' pay each to the owners, and 18 days' pay for refusing duty.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor Mr. Justice Russell.)

21st September, 1878.

Loo Chuk Chee v. Kok Yune Chun, \$758.59.—This was a claim to recover the value of a quantity of fire-crackers which had been sold to defendant's firm (the Loong Hing of Amoy) through the Tai Li Hong here, by the plaintiff's firm, the Lo Lim Loong Yung. Mr. Winton (for Mr. Hueton) appeared for the plaintiff, and Mr. Toller for the defendant.

It appears that the plaintiff's firm sold these crackers through the Tai Li Hong, which had since become insolvent. The order bore the chops of both Tai Li Hong and the defendant's firm. It was sought to show that, although the order bore the chop of the Tai Li Hong, this was only a matter of form, and that the plaintiffs had in reality sold the goods to the defendant's firm direct. Evidence was called and the witnesses questioned as to custom and usage in such matters. The case was adjourned.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Amoy, Sept. 13, 1878.

SIR,—Thanks for your article the other day about Mr. Wardlaw's assault case and his decision about the Portuguese. We now feel that cases that do not suit the not over tender nostrils of H. M. Consulate will in future obtain any desired publicity. The question was asked why one case should be reported and another suppressed, but no satisfactory answer was forthcoming, and the report was "buried," to the great disappointment of the readers of that rather feeble production the *Amoy Gazette*. A newspaper, if run at all, ought surely to give both sides of a question.

Yours truly,

OLD SHELLBACK.

To the Editor of the "CHINA MAIL."

Amoy, Sept. 13, 1878.

SIR,—Rather an unexpected result followed the receipt here yesterday of your Editorial about the "virtuous Mr. J. O. Wardlaw." A gentleman dining at the Club expressed at table his satisfaction at the publication of the article in question, when a guest at another table, a nephew of the "virtuous Mr. J. O. Wardlaw," threw some fruit in the speaker's face, and the consequence was an appeal to fists. After a few hard blows the combatants were separated by the other guests and the quarrel put a summary stop to.

Mr. Wardlaw's nephew is a big man and the gentleman attacked a little one, which doubtless accounts in some measure for this further instance of the family mania for a assault.

Both gentlemen have apologized to the Club, but if no punishment is meted out to the offender, the offense of the nephew will probably be repeated a second or third time in emulation of the pugilistic displays of the uncle.

Yours truly,

CLUB STEPS.

China.

Amoy.

(Gazette.)

The strong N. E. wind for the last few days, accompanied by a comparatively low barometer, would seem to indicate bad weather, and although late arrivals do not report an actual gale, the general impression appears to be that a typhoon has been experienced to the eastward of Formosa. (Sept. 12th)

H. M. Gunboat *Moorehen* arrived yesterday (Sept. 12th) from Hongkong and anchored outside the limit, proceeding this morning to Shanghai.

We learn that H. M. S. *Grouler* will go to Hongkong from Swatow and that H. M. S. *Har* is shortly expected from Hongkong to be stationed here.

We hear that Saturday next, the 21st instant, is fixed for opening the Indo Lodge of Amoy. Five candidates are down for initiation and two as joining members, which with fourteen original members will

at once place the Lodge in a position of some importance. Truly it may be said of our fellow-residents that if they cannot command success, they do more; they deserve it.

We have pleasure in announcing that arrangements have been made by the Custom House for firing a time-gun from the signal station twice a week.

The American ship of war *Albatross*, Commander Boyd, left this morning (Sept. 16th) for Foochow.

The annual meeting of the Amoy Cricket Club took place at the Club on Saturday evening. It accounts for the past financial year of the Club were laid upon the table. A credit balance of \$44.96 was shown, at the same time it was explained that there was a dependency of \$100, being rent of Recreation Ground, which the Treasurer of the Road Fund had failed to collect from the Club in January last, and which had now been applied for.

Last Freight Settlements.—(Chloris, 7,600 piculs, from Higo to Foochow or Amoy, 18 lay days, 18 cents; *August Friedrich*, 9,800 piculs, Nagasaki to Amoy, 20 lay days, 13 cents; *Rosa Botcher*, 10,000 piculs, Kowloon to Shanghai, \$1.55 per ton; *Rosa Botcher*, after completion of Shanghai charter, 8,100 piculs at \$1.00 per month; *Andros*, 8,500 piculs, Newchwang to Amoy, 22 lay days, 15 cents.

CHINESE EMIGRATION.

A deputation from the Anti-Slavery Society, consisting of Mr. Edmund Sturge, C. H. Hupwood, M.P., F. W. Chesson, W. H. Warton, Rev. W. Wright, Stafford Adams, Rev. A. Buzacott, John Hilton, J. D. Hilton, Rev. F. S. Turner, Rev. J. O. Whitehouse, E. W. Hanbury, M.P., and Mr. A. Rumer, waited on his Excellency the Chinese Minister at the Legation, Portland-place, to present the following address:—

May it please your Excellency.—The Committee of the British and Foreign Anti-Slavery Society have heard with deep regret that Treaty engagements are about to be made between the Emperor of China and the King of Spain, by which the renewal of the emigration of Chinese subjects to Cuba is contemplated. A copy of the Treaty is before us, but as it has hardly not yet been ratified, we lose no time in offering to your Excellency our views upon the whole subject.

This Treaty comprises sixteen articles, many of which might be objectionable if Cuba, instead of being a slave country, were an island peopled only with free people. Other clauses, however, appear to be ambiguous and confused, and most certainly, if adopted, will lead to complications and difficulties. Our objections, however, do not rest so much on any of the clauses of the Treaty as on the Treaty as a whole. A long course of experience has deeply impressed the Anti-Slavery Committee with the fact that where slavery exists in any country the protection from cruelty and oppression of the labouring classes from other countries is an impossibility. Experience in past times has so deeply impressed this fact upon the British Government that it never now allows its Indian or other subjects to be taken as labourers to any country where slavery is still in existence.

Treaties exist between Great Britain and Spain, stipulations of which, if faithfully carried out, would without delay bring about the entire abolition of slavery in Cuba. The Spanish Government, in years past, has often promised to fulfil its engagements by the abolition of slavery. In later times she has engaged to fulfil her promises when the war in Cuba should be brought to an end. She has now declared before the world that the war has ceased, but she does not abolish slavery. Her slave population, like that in every country where sugar is a main article of cultivation, rapidly wastes away, the certain effect of long hours, and a severity of labour past human endurance.

In like manner the coolies from China have wasted away, so that it is estimated that not one-half of those who have come to Cuba, now remain alive. Were she to abolish slavery in Cuba, and offer fair wages for labour, the Chinese would flock there in ample numbers, to their own benefit, and to the advantage of Cuba. Spain has tried the effect of the entire abolition of slavery in the neighbouring island of Porto Rico, the result of which has been perfect success. On all these grounds we would express our most earnest desire that the Chinese Government may not ratify the proposed Treaty, nor make any similar arrangement with Spain till slavery is abolished in Cuba.—We are, with much respect,

JOSEPH COOPER, Hon. Secs.
EDMUND STURGE, Secretary.
His Excellency Kwo promised to send the memorial to the Minister sent from China to Spain and Cuba.

CELEBRITIES AT HOME.

NO. CIII.—MR. THOMAS BRASSEY, M.P., AT NORMANHURST.

Above Mrs. Brassey's elegant room, decked with necklaces culled from Arctic turf and summer strand, is the octagon tower, a feature of Normanhurst Court, which enhances the advantage of its naturally commanding position. The chief room in this tower is occupied by a powerful telescope, through which is peering intently a broad muscular man, of ultra-English type of build and features, justly proud that, although he has reached early middle age, he can still go aloft to the top-stair-ways without fear of consequences. From his eyrie at Normanhurst he can sweep the English Channel with his telescope, an instrument by the way, which would have met with ample appreciation had it existed in the time of the old pirates of the Clugne Port which he represents in Parliament. The men of Hastings have changed, however, since the days when sailors of other ports shook a hatchet at them; in allusion to their favourite calling; but they are none the less glad to have a sailor for their representative, and make much of him accordingly. Mr. Brassey has some reason to be proud of his seamanship as well as of his talent for navigation and pilotage, for he has achieved feats which prove him to be no mere dilettante yachtsman, but a genuine "sail" of the good old school, plus wide reading and acquirements which keep him thoroughly abreast of the scientific knowledge of the day.

Like many boys, Thomas Brassey developed an early liking for ships, and was fortunate in being able to give his natural instincts fair play. From a boy-maker of model ships and a youth passionately fond of boating, Mr. Brassey developed into a full-blown yacht-owner in 1854, when he began with an eight-ton cutter. Advancing from this to a twenty-three tonner, he next had a pleasant three

years with the *Cymbe*, fifty-two tons, in which he cruised around Norway, and made himself thoroughly acquainted with the ports and rivers of the British islands. Then came the *Albatross*, an iron schooner of 118 tons, and a cruise in the Mediterranean. After his marriage with the accomplished lady who has just written the *Poverty of the Sunbeam*, he took to steam, or rather auxiliary steam-yachts, as a measure of convenience proper to a married man; for Mr. Brassey holds firmly to the sound doctrine that the art and mystery of seamanship is best learned, and its practice most completely enjoyed, on board of a sailing ship. "Steam," he maintains, "is an excellent help in getting from spot to spot, and supplies a valuable escape from the monotony of calms, but the real beauty of yachting is in sailing your craft." From the auxiliary screw *Meteor* he soon removed his household gods to the *Albatross*, in which he made a voyage to Newfoundland and up the St. Lawrence, passed through the little-frequented Gut of Canso, between Cape Breton and the mainland, and navigated the chief rivers of United States so far as the Etobico's draught of water would permit, including the passage through Hell Gate to New York, the Potomac to Washington and the James River. While on this long cruise he still further developed the talent for pilotage first discovered during a cruise among the islands near Stockholm, and displayed to great advantage in taking the *Sunbeam* through the Straits of Magellan without once "touching" during that arduous and difficult spell of navigation, the story of which is so admirably told by Mrs. Brassey. It may seem strange that so enthusiastic a yachtsman as the member for Hastings should eschew racing; but he explains this peculiarity in the simplest way. "I like yachting for itself, and should enjoy sailing my own boat; but unfortunately the yacht-racing season occurs during the session of Parliament, and I don't care for the enjoyment of racing by telegram—receiving a note by wire from my sailing-master to tell me what my boat has done." This is the key-note of Mr. Brassey's parliamentary life—one of steady hard work and severe attention to the two subjects which he has made specialties. He is fully alive to the fact that without a specialty one of the rank and file of Parliament has little chance of catching the ear of the House. "It is not easy to get a seat without territorial influence or family connections," adds Mr. Brassey. "I was first invited to stand for Birkenhead, and then for Devonport; and it was while I was expecting parliamentary honours at Deal, that I was translated successfully to Hastings. Having got a seat, a member who does not mean to remain entirely silent must select a special subject. As you are aware, the chief work of debating falls of necessity to a few practised hands, who speak, and are expected to speak, on all important questions. A young member, unless a skilful orator, has no chance of coping, and will probably only murmur his career by running a tilt, with any of these practised debaters on a well-worn subject. It was this conviction which induced me to take up capital and labour and maritime questions."

On the labour question Mr. Brassey was well qualified to speak with authority, having the vast practical knowledge and experience of his father to fall back upon. His opinions on the relation of *Work and Wages* have already appeared in print, as well as a variety of papers and lectures bound together under the title of *Leaves on the Labour Question*. One of the most remarkable positions taken up by him is that his father's experience in employing men of all races in all parts of the world is, that the cost of production remains about the same, whether cheap or dear labour be employed; that the English "navy," despite his higher wages is at least as profitable a workman to his employer as the poorly paid, but physically weaker and incomparably slower and less energetic, labourers of foreign countries. In contracting foreign railways the late Mr. Brassey, where the climate would admit of their working at all, greatly preferred our own navvies, as it took far fewer of them to do the work, and it was generally better performed than by a multitude of inferior hands, who in the aggregate cost quite as much. At Mr. Brassey's house in Park-lane there is a marble bust by Barrett of his grand old father, on which is inscribed the memorable sentence uttered by him when the Barentin viaduct fell down like a house of cards, owing mainly, perhaps, to the employment of an inferior cement, against which he had an inferior protest. He was strongly urged to bring the whole case before the directors, and insist that he was hardly responsible for the accident. He absolutely declined the attempt to shirk any part of his liability, a matter of thirty thousand pounds, replying briefly to his counsellors, "I contracted to make and maintain the road, and nothing shall prevent Thomas Brassey from being faithful to his word—a resolution which he adhered to, and which had no little share in confirming his already high reputation."

Well supplied with practical and theoretical knowledge when he entered the House of Commons, the son of the great contractor had not long to wait for an opportunity of lifting his voice with effect. In 1869 the trade of England had hardly recovered from the shock received during the panic of 1866; and cries similar to those heard at the present moment were rife—that the period of England's supremacy as a trading country was past, that foreign competition had reached a point at which it could not be met; that Sheffield must give way to La Crenet. At this uproar was occasioned by one English railway company having bought some locomotives of M. Schneider—on terms no low that he declined to repeat the contract—and by six hundred tons of rails having been sent into this country from Belgium. Mr. Brassey saw his opportunity, and rose to second Mr. Tom Hughes's motion. Before he had spoken a dozen sentences of his maiden speech, he experienced the delicious sensation of being listened to; and as he advanced with his subject, received the compliment of members on his benches in front of him turning round to look at the new man and hear what he had got to say. With the spirit born of long practice the House recognised that the neophyte knew what he was talking about. Attesting at once the facts themselves rather than the superstructure of argument which had been built upon them, he unfolded to his audience the complicated nature of the apparently simple operations of trade, and proved how easy it was to make a blunder out of the

eccentricities as distinguished from its steady flow in its natural channels. Having thus achieved a decided success in his first attempt at parliamentary oratory, Mr. Brassey quickly recognised that he must master some other subject in order to obtain an equally attentive hearing on other occasions. Thus, guided partly by the necessity for a specialty and partly by natural predilection, he determined to make maritime questions his forte, and was not long before he made such a decided impression as to gain the appointment of a Junior Brother of the Trinity House co-fering at once a certain dignity and the right to wear a becoming uniform. In attacking the subject of marine administration he possessed two great advantages, acquired in the course of his yachting experience—a minute acquaintance with every port and harbour in the British islands, and an intimate knowledge of the habits, thoughts, and capabilities of the long-shore population. The deep sea sailors had already been organised into a reserve for the Royal Navy; but it struck Mr. Brassey that among the fishermen might be found a second body of men equally brave and hardy, if not so well trained, as the long-voyage men. The result of his work is now patent in the addition of some seven thousand men to our naval reserves.

His knowledge of the ways of that little-cared-for individual, the merchant sailor, led to the appointment of Mr. Brassey on Mr. Pimms's Commission, as it was called. "The merchant sailor," he opines, "is a singularly unfortunate person. He leads a life apart from others—a life made up of alternative hard work and riotous excess. He contributes in no small proportion to the prosperity of the country; and yet until Mr. Pimms raised his voice in his behalf, nobody ever thought of his existence. Admitted that the man of war's man is a better type, the merchant sailor yet does his work in the main very well, without making any great capital out of his usefulness. Mr. Pimms did excellent service in awakening the public to a sense of duty towards the merchant sailor, and the efforts that have been made to ameliorate his condition have met with very great success. Under the old system he was a slave—drud and a dupe; but a better state of things for Jack has been inaugurated. Another undertaking of Mr. Brassey's was the formation of the Royal Naval Artillery Volunteers—a body organised for the purpose of coast and harbour defence. Finding men ready to enrol themselves his first attempt was to obtain a ship from the Admiralty; and to this end lay in wait in Botten Row for Mr. Goschen, then First Lord, and make a dash at him secured the concession in the saddle under the trees of Hyde Park. Mr. Brassey is very proud of this corps of his own creation—almost as proud as he is of the second class Naval Reserve.

Having taken up the Royal Navy and all matters maritime as his specialty, the member for Hastings works very hard at his self-imposed task. At breezy Normanhurst and at Park-lane he has a complete library of books relating to the navy of the world, and makes a duty of reading everything bearing upon that of England, from whatever quarter it may proceed; a range of study which led him to the conclusion that the powerful ships of our mercantile navy might easily be applied in case of necessity to the purposes of war. Another subject to which he has applied himself is the proper recognition of the status of the civil officers in dockyards, who were formerly called by names proper rather to mere artisans than designers and constructors. In time he obtained for these officers more dignified appellations, and moreover introduced some reforms into the methods of dockyard inspection. All this could not be done without some master plan, and a peculiar aptitude for mastering detail. In one department of his work Mr. Brassey employs a secretary, whose duty it is to make a species of scrap-book—extending to many volumes—of every kind of newspaper cutting or engraving referring to the navy. In his announcements Mr. Brassey works almost as energetically as at his more serious undertakings. An early riser at all times, he seldom gets during the London season more than five hours sleep. In the country he rides, it may be said, conscientiously to hounds; and were not his reputation in this direction overshadowed by that of his wife, who is one of the most brilliant of English horsewomen, he would rank as a good man across country. He has, however, as a rider one strange peculiarity; for while he cannot look upon a boat a second time without recognising her, he never knows one horse from another. Yet he works hard at hunting, as he does in the House of Commons and in his yacht. Nevertheless it is easy to see that, much as he loves parliamentary work, and fond as he is of fishing in the first flight, he is never so thoroughly in his own element as when on the bridge of his own yacht, absorbed in an intricate bit of pilotage such as that he essayed successfully in the Straits of Magellan.—*World*.

THE MICROPHONE IN THE PULPIT.—We learn from the *Helicon Guardian* that Mr. L. J. Crossley, of Halifax, had a microphone recently placed in the pulpit of a chapel, and connected with his residence, a mile from the town, by means of a telegraphic wire. The whole of the service was heard, except a few words, rendered inaudible by the preacher disturbing the microphone.

Some correspondence has taken place between the Chinese Ambassador at the Court of St. James, Kuo Sung-Tao, and the Foreign and Colonial Minister, relating to the subject of appointing Chinese consuls in various portions of the British Empire, for the purpose of regulating the relations between the Britons and Chinese. The Chinese Minister claims the right to do so now that the Chinese Government has appointed Ministers at Foreign Courts. In reply to the claim, Sir Michael Hicks-Beach informs the hon. Kuo Sung-Tao that China has no right to make such appointments; that she cannot do so by international law, "because the relations of China with the rest of the world are not founded on the amity of nations, but are the result of peculiar and exceptional treaty stipulations. China, unlike Great Britain and the other Treaty Powers, has not thrown open her country to foreigners and to foreign commerce; and she can hardly, therefore, appeal to the example of European nations in applying for the concession now sought." Is this application the beginning of the opening up of China to the unrestricted commerce of the world—the beginning of the internal breaking down of the whole barriers which so sedulously excluded the foreigners? If it be so, the tide of the world will probably soon undergo a significant revolution.

Portfolio.

ON A SHEET OF BLANK PAPER.

O virgin page, untouched, unstained,
Without a blot, without a stain,
Thou'rt a blank, a blank, a blank mystery
Of untold thoughts, of unsung songs;
Who can foresee thy end, thy lot,
Who tell thy future history?

Perchance thou art reserved to bear
The record of a lofty mind,
Whose echo shall defy Time's wave;
Or in the rubbish basket near
Some cruel hand may bid thee find
Oblivion, and a wicker grave.

Or shall, upon thy vacant face,
Some poet write a stirring ode,
Some wondrous lay, some graceful sonnet?
Or shall Miss Jones' fingers trace
Some lines to Madame a la Mode
About the color of her bonnet?

Thou mayst some doctor's mandate bear
For horrid drugs or an emetic;
Or serve to write an O.U.;
Some love-sick swain to Dulcinea,
In halting doggerel most pathetic,
May send thee as a billet-doux.

Or on thee, haply shall be wrought
Some picture, to for aye remain,
A masterpiece of tint and line;
Or shall the baser pen and thought
Of Thomas, or of Sarah Jane,
Degrade thee to a valentine?

O empty blank! that only craves
A touch, a word, in point or rhyme;
Thou silent monument of shame
On coward, idler, tashion's slaves,
On brains that have no thoughts sublime,
On hands that cannot give thee fame,

What ill destroyed, what good abused!
So ready thou to cheer or pain,
So prompt for blessing or for curse—
And here, half-conscious, as I mused,
I took the paper up again,
And scribbled off this idle verse!
—Chambers' Journal.

GOOD NEWS.

Moostach and hair black as jet,
Tall and thin, with a sad kind of smile,
Soft-handed, soft-voiced, with well set
A New Chum in manners and style.
That's him, sir, that's him, he's been here
A matter of half fourteen weeks,
Which I know by the rent in arrears,
Though a gent—you can tell when he
Speaks—

Came one night about eight, hired the room
Without board—it's four shillings, and
Cheap,
Though I say it, and me and the broom,
And good yaller soap for his keep,
And a widow with nine, which the twins—
Bless their 'arts—are that sturdy and bold
At their tricks soon as daylight begins,
Even now when it's perishing cold
O' mornings, and Betsy, my girl,
As answered the door, sir, for you,
He so slow for her age, though a pearl
When there's a long job to get through,
And Bobby—another, I forgot,
You'll pardon a mother, I know,
Well, for six weeks he paid up his shot,
And then I could see funds was low.
He dressed just as neat; but his coat
Got outworn up higher his chin,
And the seat twisted round his poor throat
Mixed a friend in the shape of a pin.
So the rent it run on, for, says I,
He's out of his luck, I can see,
And wants all his money to buy
His wittles (you brat, let that be!),
Where he works I can't tell, but he's out
Every morning at nine from the house,
And he comes back at six or about,
And ups to his room, like a mouse.
On Sundays the same, so I suppose
He visits his friends on that day,
But where it may be that he goes
It's not in my knowledge to say.
He ain't well, I can tell by his walk,
He's as thin as a lath, and that pale,
But I never could get him to talk,
So I can't rightly guess what may ail.
He never sends out for no beer,
He don't smoke, and as far as I see,
Beyond the few clothes he brought here,
And a desk, he's as hard up as me.
What! you bring him good news; I am glad!
A fortune! ten thousand! Oh, I'm glad!
That's the physic for you, my poor lad.
This way, sir, it's not very far,
Mind that stair, please, the banister's broke.
Here's his door; hush, I'll knock. Ah!
Asleep.

Can't help it, you'd better be woke,
The news is too pretty to keep,
Ain't he sound, eh? Poor fellow, he's rocked
To rest in the Kingdom of God.
We'd better go in. It's not looked.
Follow me, sir. All dark. Oh! my God!
—Garnet Walsh.

JAMRACH'S.
(Harper's Magazine.)

Here we are finally in Ratcliff Highway,
where are the lowest, though not the most
dangerous, dens in London. The police
never dream of suppressing vice and villainy
in Ratcliff Highway, being only too glad if
they can give it a semblance of outward
decorum. This they can do at every other
time than Saturday evening, when the
blaze of blackguardism mounts to a conflagration.
Fleeble, indeed, amidst all these
grogs-shops and brothels—at whose door-
ways, even in the early afternoon, the gay
spiders were sitting to allure the sea-faring
flies of all nations into their webs—appeared
the poor little Seamen's Bethel. It is in the
street named from St. George and this
little chapel, able to hold fifty people, is the
only visible spear pointed at the Dragon.
The door and windows of the Bethel have
on them notices in German, French, Italian,
and Portuguese, announcing when the ser-
vices are respectively held in those languages.
Inside the Bethel there are pictures on the
walls of various Bible scenes, with contexts
in various languages. I also observed on a
table a picture of Jephthah about to offer up
his daughter as a sacrifice to Jehovah, with
a printed narrative extolling the "valiant
captain" and his daughter. Somewhat this
outrageous picture were itself in with the poor
girls who were being sacrificed in the streets
outside. It was a droll thing to observe in-
side this Bethel the posters of the various
theatres in the neighborhood, the aged at-
tendant saying, when I expressed my sur-
prise at this, that the sailors wanted to
know such things; but his expression and
tone said, "We have lived long enough in
Ratcliff Highway to consider it a thing to
be thankful for if a sailor is about nothing
worse than the theatre."

But I must not forget my object, which
is to find how Jamrach manages the
pretences with which he has to deal.

Entering into a small room next to the
street, a realistic how, even when it is foul
and sooty, the atmosphere around human
beings is pure compared with that which
exhales around wild beasts. The small is
horrible. But a big parrot, close by the
door tells me it is "all right," and I pass
on to the back shop. Here I meet for the
first time that strange genius Jamrach,
"Naturalist and importer of Animals,
Birds, and Shellfish." This man, who will
sell you anything from a mouse to an
elephant, from an insect to an ostrich, is a
huge German, with a blonde and rosy face,
and a substantial vigorous look about him,
in which accords with his manner and his in-
telligence. The visit was expected, and he
at once prepared to show me his curious
merchandise, while I amused myself with
some twenty droll little monkeys—mar-
moets—which, when I looked into their
cage, massed themselves up into one
corner in such a way that their bodies were
concealed, and there was a pyramid of little
human faces, with high white foreheads,
whiskers, and twinkling eyes, altogether
making a show I would have travelled twice
as far to see. They are sold for pets at
£2 a pair. Jamrach then opens a trunk, and
takes out of it with his hand a snake about
three feet long, ash colored save for a
yellowish tint, and holds it out toward me
with the innocent question whether it is not
a fine fellow. The reptile has a strong
body, holds itself straight out from his
hand, like a stick, then squirms from side
to side too innocently for my taste, but
its owner declares it never bites. "If it
were to bite, it would be all up with you,"
he serenely added. I was glad it didn't
bite. I turned around and found a dozen
cobra heads erected against the glass,
within six inches of my head, and observ-
ing that the covering to their box was only
white paper, began to think it was time to
see the tigers. Nor was the situation in
the little room—some ten feet wide—made
more cheerful by the fact that just then a
boy was bitten by a dog brought in that
morning. It made eight or ten little per-
forations in his finger. The boy was still
at his work, and on my suggestion that the
attention of a surgeon seemed desirable, a
pale-faced clerk raised his head and said
"Oh dear no; we never go to physicians for
a little thing like that. The only dan-
ger is that the animal sometimes leaves
a tooth in the wound." And he went on
writing. Jamrach said: "These new boss
are nasty tempered. They came in this
morning. I'll show 'em to you." I would
have been willing to forego the sight, but
he had already shoved out a round dumpy
basket, a foot deep by more than half an
inch, and was unbending the rope tied
around it. He took off the cover, and there
piled in one mass were nine young boar-
constrictors, that on top being the one that
bit the boy. They remained quiet—we did
not interrupt their slumbers—and the lid
was closed on them safely. It is difficult
to imagine how there should be such a
demand for snakes, but Jamrach supplies
the ecological gardens of Europe. There
ought to be some experiments of a moral
and æsthetic kind on these boss. One of
these reptiles which Jamrach recently got
had quite a curious history. An English
ship which had stopped at a wharf in the
African Cape had a sort of dance on board
the evening before sailing for England, and
a band played music during the night. It
is supposed that the boss was attracted by
this music. At any rate, it was discovered,
after the ship was a week on its voyage,
that a boss was on board. The first in-
timation of its presence was the disappear-
ance of the rats with which the ship had
long been infested. The crew and pas-
sengers were at first alarmed, but they
managed to make the animal a secure
prisoner in that part of the ship in which
he had secreted himself; and when the
vessel arrived in London, Jamrach was sent
for, and took with him this amusing sea-
serpent.

A great deal of Jamrach's custom is in pro-
viding variegated frogs and little tortoises
for aquaria. They are cheap, the tortoises
being sold sometimes for half a crown the
half-dozen. They were crawling all about
the area, and there was danger of treading
on them. But it is with birds that he drives
the best trade, especially as the fashion of
having aviaries increases. Three rooms are
filled with birds. When we went in one,
the parrots, of which forty or fifty have one
cage about a yard square—an arrangement
which Jamrach says they like—all strug-
gling for precedence, clung to the front
wires, and began screaming at us with loud
clamors, in tones that seemed to call for li-
berty. In another, the thousands of tiny
sparrows (just from Senegal), and others, tinted
and jeweled, natives of all parts of the
world, raised their little voices with the
same appeals. I felt a special sympathy
with a large number of my feathered
countrymen, especially a flock of bluebirds,
and could not help thinking that it is sad
when such worthless scoundrels as Winslow
and Brent are going into full-handed
freedom, these pretty innocents, because
they are worth eight shillings the pair,
should be incarcerated for life. But still
more pathetic was the scene in a room
which had just been filled with birds
from some distant region, brought and
caged the same morning. The birds are
about as large as sparrows, and each had
a separate cage, made of splinters of wood,
about five inches square. The birds are
songsters by nature, but now among the
hundreds of them—their cages were piled
two or three deep from floor to ceiling—
not one little heart was cheery enough to
chirp out a note. The death-like stillness
of the room was only broken by the in-
cessant flutter of each in its tiny prison.

Passing to the rooms of the larger
animals, we found three small elephants.
One was of a small species, and though
twenty five years old, was hardly larger
than a donkey. Another, though only
eighteen months old, had almost caught up
with the elder in size. The three were
tied, and having no chance to take other
exercise, swayed their bodies to and fro,
their heads up and down, incessantly, and
put out their trunks and feet, to withdraw
them again with a machine like regularity.
There is a black bear, about the size of a
Newfoundland dog, and even more harm-
less, awaiting sale as a family pet. His
kindness is guaranteed, Jamrach being
responsible for any harm he may do to
death. Next him, however, is a very
vicious grane, which continually endeavours
to relieve the monotony of its confinement
by striking with its sharp beak at any eye
that looks into its prison. A death had
just occurred—that of a fine baboon, whose
face looked humanly serene and touching
as it had escaped from the miserable cage
in a dark room, where no doubt it had
often dreamed of its heaven of palm-trees
and liberty. Opposite to it a few yards
distant, was another monkey, extremely

intelligent in appearance, which sat gazing
passively, as I thought, over toward his
neighbor, which, had not that morning
made its usual appearance at the front of
its cage. Monkeys have been raised in
price by Darwinism, and Jamrach cannot
meet the demand. There were seals and
equis and a racoon, all manner of handsome
cats and feline animals and leopards.
I was much interested in observing a lion,
which had just been caught, when it was
fed. It revealed how much less used it
was to civilization than our lions in Ro-
gers' Park, by the voracious, predatory
way in which it approached its food. The
large piece of raw beef was no sooner put
in between the iron bars than the lion, half
crouching, approached it softly and side-
wise, as if afraid of its escaping; and
having, in perfect silence, come close
enough, it gave a little spring at the
meat, closing its paws around it, fix-
ing its teeth deep, and dragging the
beef as if it were a living victim to the
corner of its cage. Some of the other
animals first bit the various pieces of meat
at them, all around, as if to kill them,
before proceeding to devour them. This
lion will go off this week to India, having
been purchased by a rajah for £100. The
rajahs are very fond of collecting animals
in their gardens. I saw, also, two mag-
nificent tigers, which were to be sent off
that day to the new Sultan. He paid £420 for
the two, not, I believe, for the purpose of
letting them loose among the insurgents,
but for the gardens with which the late
Sultan so much delighted the people of
Constantinople. The present Sultan evi-
dently doesn't mean to lionize less than his
predecessor.

Together, I found my visit to Jamrach's
extremely entertaining. I was astonished
to find how cheap many of his rarities were.
He evidently has a vast business, orders
coming in all the time from places as re-
mote as Tashkent, Constantinople, Cairo,
and St. Petersburg. He has a monopoly
of this queer business in Europe, and was
much amused as he told me that the only
city whose public gardens rarely came to
him was London. There is a sort of feel-
ing among the curators of the Zoological
gardens and the aquaria here that it will
not be sufficiently impressive if an animal
is known to have been bought in London.
Docks. They will, therefore, rather make
orders to public gardens on the Continent
which have duplicates, though in nearly
every case the animal brought thence is
one which had been previously sold by
Jamrach. He says that he cannot supply
merchandise, because the passage of animals
over the Atlantic involves risk—that is, of
course, to the animals, not their human
fellow-voyagers—which neither the trans-
atlantic buyer nor Jamrach is willing to
incure. An attendant must be sent either
from America or London to accompany
the wild beast, which involves much ex-
pense. Jamrach says there is now a very
good importer in New York.

Besides the living things which this
peculiar and scientific merchant sells, he
has an immense curiosity shop, almost
equal in interest to a court of South Ken-
sington. Barbicour musical instruments,
Burmese sacred gongs, Chinese dragon-
shaped harps, vases from ancient Nineveh,
Japanese work of infinite variety, idols,
demons, bamboo carvings, shells by the
ton, old armor, shields, buckhorns, ancient
lamps—thousands of things which have
been brought to him for purchase by sailors
and captives from all the ends of the earth.
One of the finest specimens of Japanese
art which I have ever seen is now in his
possession—a nude female model so life-
like as almost to cheat the eye, and so
cunningly made that there is no conceiv-
able attitude in which it cannot be made to
stand. Its price is £80, and it will no
doubt be eagerly competed for when its
arrival is made known among our artists,
who have just now such a passion for
painting Japanese figures.

Jamrach is such a very intelligent, well-
informed, and affable man, that a visit to
his wonderful establishment, singularly en-
tertaining in itself, is rendered doubly so
if one has his personal attendance. He is
well acquainted with the London scientific
men, and the anthropologists keep a sharp
eye upon his collections, continually en-
riched as they are by new importations.
Just now, indeed, one little collection
has caused considerable excitement—about
twenty small masks of human faces and
heads (hollowed out behind), each about as
large as Jamrach's big fist, which were
found in some Mexican graves. One of
them has been sent to Darwin, who has ex-
pressed the deepest interest in it, and it is
probable that the meaning of the burial of
these little heads of burned clay in human
graves will be discussed by the learned.
Some of Jamrach's wares suggest that a
race of small-headed people is implied, but
perhaps they were merely dummy heads,
which were substituted when human sacri-
fices ceased. Colonel Lane Fox, president
of the Royal Anthropological Society, has
a curious little collection, which I have
seen, of stone forms cut in the shape of
urns, but with human features cut on the
side of each. These stones are not in any
case hollow, nor have they ever been so;
they are simply dummy vases or urns.
They were taken from graves (invariably)
in some semi-barbarous region. The ques-
tion why these dummy vases, with human
faces on them, should have been placed in
graves puzzled the London anthropologists
for some time, but they are now generally
agreed that they are fac-similes externally
of cinerary urns. So long as cremation
prevailed in the region from which they
were brought, it was the custom to gather
the ashes of the dead in such urns and to
decorate them with some attempt at pro-
trature of the person deceased, all of
which, however rude, would involve trouble
and expense. Gradually the custom would
be thwarted by time with sanctity; it would
be surrounded with ceremonies and ham-
pered by superstitions; and we may be pretty
sure that it would be especially believed
there—as it has been at some time in every
region of the world—that the souls of the
dead would watch jealously to see if, in
deed, particular, the honors to their ashes
fell short of usage, or were too economi-
cally rendered, with a view of avenging any
such offences.

I should have had little doubt that the
twenty or thirty little heads at Jamrach's
discovered in Mexican graves were substi-
tutes for human sacrifices at those graves;
but for a lack to which the baronet (Garnet)
called my attention, namely, that no two of
the faces were alike. Each was evidently
meant to represent a human individuality,
and yet the heads are less than half the
size of an ordinary head! It may still be
that they were dummy heads and faces represent
a transitional phase in the process I have
described, in which it was necessary for the
days to the into his master's grave

either his head or something enough like
it to cheat the ghostly eye; which should
see it with a certain aerial perspective.

DUTCH DOCTORS IN BORNEO.

(From *Ching Kien*, Vol. VII.)
Referring to the account given by On-
g-tao-hue of the things he saw, and noted in
Borneo, a correspondent says:—
Strange to say, amongst the advantages
of the Archipelago he mentions the foreign
doctors. "Ong-tao-hue had an ulcer on
his back which turned into a gangrene and
he was about to die. Previous to this some
one had recommended a Dutch doctor, but
Choo-seng, knowing that these gentlemen
use the knife freely, was afraid. Afterwards
his pain becoming insupportable and when
the Chinese surgeons had given him up,
having no response he sent for a European
practitioner. The doctor said, 'This is dan-
gerous, why did you not apply to me sooner?'
He took out a bottle of anodyne and said,
'Drink this, it will render you insensible to
pain.' After describing the operation, our
author proceeds, 'He then applied some
salve and desired the patient to refrain from
indulgence and abstain from wine and flesh
for a month. After three days the patient
was improving. Our Chinese surgeons have
no such contrivances as this; even life-
and death-need, those celebrated practitioners
of antiquity, could not surpass this."

NOT MUCH GOOD, ANYHOW.

The old man Smith, of Monmouth, is a
self-sufficient sort of old fellow, and prides
himself upon his riding abilities. One day
as he was riding his young horse, leading a
water rather glugly, and remarked:
"Why on earth don't you ride that
beast?"
"I'm afraid to; afraid he'll throw me."

CANTON PLANTS.—LIST 6, PAPER 8.

The herbalist mentioned in Paper No. 6 failed miserably to pass the ordeal prepared for him; in fact, upon examination, we are, our connection with him has made us still more distrustful of all information derived from Chinese sources which is not absolutely proved. We are now engaged in training up an old native doctor of seventy to tell the truth, and trust to find him of considerable value as a corroborator. No. 265 has appeared under No. 101: the present Chinese name is still more distinctly the former name being also applied to No. 271. As to No. 266, compare it with Nos. 167 and 168 in Paper 5, and with the remarks thereupon. Compare No. 266 with No. 224. No. 266 carries the same botanical name as No. 64, the full name of which is *nyssa chinensis*. No. 266 with meanings of two varieties—"cow's heart" and "fowl's heart"—of themselves explain why the Chinese consider their difference in size and shape to merit distinctive names. No. 277 is No. 22 in a creeping condition. The Chinese name for 278 is applied by Loureiro to the *Phyllanthus emblica*, No. 237. This is undoubtedly a mistake; however, the *P. obtusifolius*, No. 268, is also called by this name. The error is natural, for the different species of *Phyllanthus* are difficult to distinguish one from the other, and *Melanthera* is very much like *Phyllanthus*. Compare No. 279 with No. 89. Williams satisfactorily explains the adoption of the character used for correct one to use for No. 39. At least 100 Chinese have been invited within the last three months to name No. 266, a plant whose blue indurately applied by Chinese to all manner of flowers. No. 800 has appeared before under No. 246; but the present name is important, and undoubtedly genuine—probably the more classical of the two. No. 262 is to a considerable extent supported by the support of these distant authorities is very valuable. Loureiro, however, makes a tremendous mistake in describing the *Pirus malus*, No. 280, as the *p'm p'o* No. 244. We must not omit to direct the attention of careful students on the tonic marks under Nos. 264, 265, 269, 264, 272, 276, 278, 280, 291, 292, 293, 294 and 300. In our paper No. 7 the name "Tatarinov" should be "Tatarinov". The character 罌 (No. 49) should be omitted altogether, and not even enclosed in brackets as stated in Paper 4.

No.	VULGAR NAME.	BOTANICAL NAME.	CANTONESE NAME.	SOUND.
251		<i>Adiantum fabellatum</i> , Linn.	鐵線草	T'ie sin ts'ò
252		<i>Ageratum conyzoides</i> , Linn.	口花草	P'ak ts'ò ts'ò
253		<i>Agrimonia eupatoria</i> , Lge.	黃花草或尾	Wong ts'ò ts'ò or mi
254		<i>Aloë vulgaris</i> , Lam.	羅漢	Lo wai
255		<i>Amaranthus spinosus</i> , Linn.	菊見菜	K'uk ts'ò ts'ò
256		<i>Antismonea crata</i> , R. Br.	紅白菊花	Hong or pak ts'ò ngai
257		<i>Andisema Bunice</i> , Spr.	五味子	Ng mei ts'ò
258		<i>Boltonia indica</i> , Bth.	山紅或藍菊花	Shan, hong, or lam kuk ts'ò
259		<i>Buddleia Lindleyana</i> , Fortune	崗路邊菊	also hong or lo pin kuk
260		<i>Calliopsis longifolia</i> , Lam.	五瓣菊	'Ng pa' ts'ò tung
261	Balloon vine	<i>Cardiospermum microcarpum</i> , H.B.K.	尖尾鳳	Tsim mi fung
262		<i>Cassia occidentalis</i> , Linn.	假苦瓜	K'á ts'ò ts'ò
263			石決明或假桃花	Shek ts'ò ming or k'á ts'ò ts'ò
264	Cassia	<i>Cinnamomum Cassia</i> , Bl.	或野扁豆	or yó pin tsan
265		<i>Corchorus acutangulus</i> , Lam.	玉桂	Yuk kwai
266		<i>Cyperus difformis</i> , Linn.	[假]麻藤或假黃藤	(K'á) má ngan or k'á wong má
267		<i>Cyperus compressus</i> , Linn.	三草或鹹水草	Sám ts'ò ts'ò or hám ts'ò ts'ò
268		<i>Desmodium retrofractum</i> , DC.	沙田草或木虱草	Shat ts'ò ts'ò or muk ts'ò ts'ò
269	Perimmon (small species)	<i>Diospyros kaki</i> , L. fil.	雞心柿	Kai sam ts'ò
270		<i>Diplotera chinensis</i> , N. ab E.	狗肝菜	Kau gan ts'ò
271		<i>Euphorbia corollata</i> , Linn.	苦地胆或地胆花	F'ú ts'ò ts'ò or ts'ò ts'ò ts'ò
272	Fig	<i>Euphorbia viridis</i> , Moq.	假苦菜	K'á ts'ò ts'ò
273		<i>Ficus stipulata</i> , Thbg.	爬山虎	Pá shan ts'ò
274		<i>Hibiscus abelmoschus</i> , Linn.	黃蜀葵或假楊桃	Wong shuk k'wai or k'á yung ts'ò
275		<i>Hibiscus trilobatus</i> , Linn.	大葉芙蓉	Tái ts'ò ts'ò yung
276		<i>Lactuca trochiloides</i> , Champ.	牛刷菜	Ngan ts'ò ts'ò
277		<i>Letsea Chalmersii</i> , Hance	白鶴藤	P'ak ts'ò ts'ò
278		<i>Lycopodium complanatum</i> , Linn.	鹿角菜	Luk kok yung
279		<i>Melastema chinensis</i> , Bl.	岩面菜	Hak min shan
280		<i>Mollis lanceolata</i> , Maxim.	[土]荊芥	(T'ú) king k'á
281		<i>Mussaenda pubescens</i> , Ait.	[假]金銀花	(K'á) kam ngan ts'ò
282		<i>Nasturtium montanum</i> , DC.	葛菜	Kot ts'ò ts'ò
283	Sweet basil	<i>Ocimum basilicum</i> , Linn.	九層塔	Kau ts'ò ts'ò ts'ò
284	do.	<i>Ocimum gratissimum</i> , Linn.	鐵香爐	T'ie ts'ò ts'ò
285		<i>Oreocle chinensis</i> , Linn.	鵝屎藤	Kai shi ts'ò
286		<i>Paederia foetida</i> , Linn.	鵝剪花	Kai shi ts'ò
287		<i>Parthenocissus chinensis</i> , Ker	田葛	Tin ts'ò ts'ò
288		<i>Phyllanthus lanuginosus</i> , Linn.	獅子鬚或黑面	Sa ts'ò ts'ò ts'ò or h'ak ts'ò ts'ò
289	Betel Pepper	<i>Piper betel</i> , Linn.	假荷[或]菱	Shan
290	Apple	<i>Pirus malus</i> , Linn.	平菓	P'ing kwé
291		<i>Polygala glomerata</i> , Lour.	大金或假指味風	Tai kam or k'á ts'ò ts'ò ts'ò
292		<i>Polygonum chinense</i> , Linn.	金不換	or kam ts'ò ts'ò
293		<i>Polygonum orientale</i> , Linn.	火炭毛或早辣蓼	Fo ts'ò ts'ò or ts'ò ts'ò ts'ò
294		<i>Pongamia glabra</i> , Yent.	水辣蓼	Shui ts'ò ts'ò
295		<i>Sapindus mukorossi</i> , Gaertn.	刀草或水流莖	Tó ts'ò or shui ts'ò ts'ò
296		<i>Scaevola taccada</i> , Linn.	木槵	Muk ts'ò
297		<i>Solanum verbascifolium</i> , Linn.	金銀吊芙蓉	Kam ts'ò ts'ò ts'ò
298		<i>Tournefortia stolonifera</i> , Ham.	大黃菜或三姊妹	Tai wong ts'ò or ts'ò ts'ò ts'ò
299		<i>Tournefortia stolonifera</i> , Ham.	假紫藤或血見愁	K'á ts'ò or ts'ò ts'ò ts'ò
300		<i>Tournefortia stolonifera</i> , Ham.	癩頭草或細藤花	Lai ts'ò ts'ò or ts'ò ts'ò ts'ò

To-day's Advertisements.

FOR AMOY & TAMSUI.
The Steamship
"HAILONG"
Capt. Good, will be de-
parted for the above Ports
on TUESDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, September 21, 1878. sc24

FOR SWATOW, AMOY & FOCHOW.
The Steamship
"NAMO"
Capt. Westoby, will be de-
parted for the above Ports
on WEDNESDAY, the 25th instant, at
10 a.m.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, September 21, 1878. sc25

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"YANGTSE"
Commandant RABAT, will be
despatched for SHANGHAI
shortly after her arrival from Europe.
H. DU POUY,
Agent.
Hongkong, September 21, 1878.

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"YONGE"
Commandant RABAT, will be
despatched for SHANGHAI
shortly after the arrival of the next French
Mail from Europe.
H. DU POUY,
Agent.
Hongkong, September 21, 1878.

FOR LONDON.
The S.S. L. 1 German Bark
"PANDUR"
A. JENSEN, Master, will load
here and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, September 21, 1878.

FOR MANILA.
The Spanish Schooner
"A DEVO CONSTANTE"
URIBARTE, Master, will have
immediate despatch as above.
For Freight, etc., apply to
REMEDIOS & Co.
Hongkong, September 21, 1878.

Not Responsible for Debts.

*Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:*

STRAITHEARN, British barque, Captain
Wm. Anderson.—M. M. Co.
LOBBE, British steamer, Captain Wm.
McGulloch.—Melchers & Co.
PARALOS, French barque, Captain J.
Pascou.—Kung Koo.
MIN-Y-DON, British ship, Captain James
M. Leslie.—Olyphant & Co.
BRUNETTE, British barque, Captain W.
Dow.—Geo. R. Stevens & Co.
HAMBURG, German barque, Captain H.
von Kroge.—Eduard Schellhas & Co.
MELROSE, American ship, Captain D.
Flumer.—Order.
IMPERATRICE ELISABETTA, Austrian ship,
Capt. Hreglich.—D. Musso & Co.

Not Responsible for Debts of Crew:
HERAT, British ship, Captain Chas.
Robertson.—Jardine, Matheson & Co.

SHIPPING.

ARRIVALS.
Sept. 21, Chinkiang, British steamer,
from Canton.
Sept. 21, Yungching, Chinese steamer,
from Canton.
Sept. 21, Namoa, British steamer, 892
Geo. Westoby, Haiphong Sept. 15, Pakhoi
17, and Hoihow 20, General.—DOUGLAS
LAFRAIK & Co.
Sept. 21, Hailong, British steamer, 277,
F. P. O. Goods, Tamsui Sept. 16, Amoy
18, and Swatow 21, General.—DOUGLAS
LAFRAIK & Co.
Sept. 21, Nuevo Cons'ante, Spanish sch.,
216, Jose de Uriarte, Iquique Aug. 30,
Timor.—LANE, Crawford & Co.

DEPARTURES.
Sept. 21, Teks for Nanyang.
21, Kung-ying, for Coast Ports.
21, China, for Shanghai.
21, Khedive, for Europe, etc.
21, Hygien, for Manila.

OLEARDED.
Joseph, for San Francisco.
Rose Wolf, for Vancouver's Island.
Brew, for Norewich.
Salmon, for Saigon.
Parallos, for Norewich.
Yotting, for Swatow.
Moss Glen, for London.
Hygien Castle, for Chetco.
Yungching, for Shanghai.
Abertion, for Shan hai.
Argentine, for London, etc.

PASSENGERS.
Per Namoa, from Haiphong, etc., Messrs
Horton & Co., 100 Chinese.
Per Hailong, from Amoy, etc., 1 Euro-
pean, and 260 Chinese.

DEPARTED.
Per Khedive, from Shanghai: for South-
ampton, Mrs. Supper, Mrs. Lamoreland,
Mr. Dunman and family, Mrs. Henderson
and family, Mrs. Kumburg, and 1 Distressed
Seaman.—From Hongkong: for Venice,
Dr. T. O. Thornecraft, Mr. H. Mackenzie,
and Mr. Maxwell, 74 High; for Southampton,
Messrs H. L. D. Pearce, Elliott, John
Macready, Esq., and W. Lomas, and 6
Guns; for Suez, Messrs Thomas and
Jones; for Brindisi, Messrs J. Whitall and
A. Crawford; for Singapore, Mr. Brodie;
for Bombay, Mr. H. Orlinton.

PASSENGERS.
TO DEPART.
Per Bellona, for Saigon, 150 Chinese.
Per Yotting, for Swatow, 100 Chinese.
Per Moss Glen, for London, 1 European.
Per Hygien Castle, for Chetco, 1 Chinese.
Per Yungching, for Shanghai, 40 Chi-
nese.
Per Abertion, for Shanghai, 1 European.

SHIPPING REPORTS.
The British steamer Namoa reports:
Having left Haiphong on Sunday, Sept.
15th at 11.40, experienced a strong gale
veering from North to East with heavy sea
in Gulf of Tongking with low barometer.
Arrived at Pakhoi at 8.30 a.m., left same
day for Hoihow. Left Hoihow on the
morning of the 20th at 8.25, experienced
moderate North-easterly winds with fine
weather to port. In Haiphong: S. S.
Washi and Conquest.

POST OFFICE NOTIFICATIONS.

MAILS will close:

For SINGAPORE, SUEZ & LONDON.—
Per Argentine, at 9 a.m., on Sunday, the
22nd inst.

For SHANGHAI.—
Per Yotting, at 3 p.m. To-morrow, the
22nd inst. Late letters received
from 3.10 to 8.30, with 15 cents late
fee. The Post Office will be open
from 8 to 9 on Sunday, and at 2
p.m.

Per Yungching, at 3.30 p.m. To-morrow,
the 22nd inst.

For SWATOW.—
Per Yotting, at 9.30 a.m. on Monday,
the 23rd inst.

For MANILA.—
Per Cebu, at 3.30 p.m., on Monday, the
23rd inst., instead of as previously
notified.

For SAIGON.—
Per Bellona, at 8.30 p.m., on Monday,
the 23rd inst., instead of as pre-
viously notified.

For SAN FRANCISCO.—
Per Ship Sarah Bell, at 4 p.m., on Mon-
day, the 23rd inst.

For AMOY AND TAMSUI.—
Per Hailong, at 11.30 a.m., on Tuesday,
the 24th inst.

For SWATOW, AMOY & FOCHOW.—
Per Namoa, at 8.30 a.m., on Wednesday,
the 25th inst.

For BANGKOK.—
Per Danube, at 3.30 p.m., on Friday,
the 27th inst.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.

S. JOHN'S CATHEDRAL.—The Right
Reverend Bishop Burdon; The Rev. E.
Davis, Acting Colonial Chaplain. Morn-
ing Service 11, Evening 5. Holy Com-
munion on the first Sunday in the month.

Military Service.—Rev. J. Henderson,
acting Military Chaplain. At 8 a.m.
Morning Prayer, &c. Holy Communion
on the third Sunday in the month.

UNION CHURCH.—Morning Service, at
11 a.m.; Afternoon, 6 p.m.; Divine Service
in Chinese, 2-3 p.m. every Sunday, with
communion on first Sunday of every month.
—Rev. Dr. Eitel.

ST. PETER'S SEAMEN'S CHURCH.—Rev.
J. Henderson, Minister, at 6 p.m., every
Sunday. All seats free. Morning Prayer
and Communion on the first Sunday in
each month at 11 a.m.

MEMOS. FOR MONDAY.

Shipping.

Goods per Tigris undelivered after Noon,
subject to rent and landing charges.
4 p.m.—Cebu leaves for Manila.

Quotations.

HONGKONG, September 21, 1878.

OPIMUM.—New Patna, cash, \$600 a 602½

Old Patna, cash, 370 a 572½

New Benares, cash, 370 a 572½

Old Benares, cash, 370 a 572½

New Malwa, cash, 755 a 775

Allowance Teala, 12 a 24

Old Malwa, cash, 370 a 572½

Allowance Teala, 12 a 24

Exchange.

Bank, on demand, 3/8½

30 days' sight, 3/8½

6 months' sight, 3/8½

Credits, 3/8½

Documentary, 6 months' sight, 3/8½

Bombay, demand Rupees, 22½

Calcutta, 22½

Shanghai, demand, 72½

30 days, 72½

English Sovereigns, 5/34

Australian Sovereigns, 5/34

Bar Silver, 17 dwts. B., 109½

5 paces, 5/7

Mexicans, 27/10

Gold Leaf, 27/10

Discount, 8 to 9 p.c.

Shares.

Hongkong Bank, 88 ½ prem.

Union Ins. Society of Canton, \$1,700

China Traders' Ins. Co., \$1,700

Yongtze Ins. Assoc., \$1,700

Chinese Insurance Co., \$345

H. K. Fire Ins. Co., \$1,250

China Fire Ins. Co., \$950

H. K. & W. D. & Co., \$243

H. K. & W. D. & Co., \$29 ½ prem.

H. K. & W. D. & Co., \$14 ½ prem.

Shanghai Steam Navigation, \$1,200

China Coast St. Nav. Co., \$1,104

Hongkong Gas Co., \$974

Hongkong Hotel Co., \$88

China Sugar Refining Co., \$155

Chinese Imperial Loan, \$104

Do. of 1877, \$109

Temperatures.

(Taken at Messrs Falconer & Co.'s Premises
Queen's Road.)

HONGKONG, September 21, 1878.

Barometer—9 A.M. 29.920

Do. 1 P.M. 29.900

Do. 4 P.M. 29.880

Thermometer—9 A.M. 87

Do. 1 P.M. 89

Do. 4 P.M. 87

Do. (Wet bulb) 9 A.M. 76

Do. 1 P.M. 78

Do. 4 P.M. 76

Do. Maximum 80

Do. Minimum 72

HONGKONG DISPENSARY.
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' Sundries, NUBBET REQUI-
SITES, TOILET REQUISITES, ESSENCE,
AMERICAN, AND FRENCH PATENT
MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla
Water, and other Aerated Waters.
The Dispensary is under direct and
continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.40 p.m.

BIRTH.

On the 5th August, at Hamburg, the
Wife of F. SANDER, of Hongkong, of a Son.

THE CHINA MAIL.

HONGKONG, SATURDAY, SEPT. 21, 1878.

WE publish in another column an ac-
count of the presentation of an address
to the Chinese Minister in England
by a deputation from the Anti Slavery
Society, on the subject of the proposed
renewal of Chinese emigration to Cuba.
The address expresses the "deep regret"
of the Anti-slavery Society, that the
renewal of this emigration should be
contemplated, mainly because "a long
course of experience has deeply impress-
ed the Anti-slavery Society Committee
with the fact that where slavery exists
in any country the protection from
cruelty and oppression of the labouring
classes from other countries is an impos-
sibility." Spain is the only European
state which continues to permit the
existence of slavery in her colonies. In
1872 the number of slaves in Cuba was
269,000 and in Porto Rico, 280,000. A
Bill for the abolition of slavery in the
latter colony was passed by the National
Assembly in 1876, and it is satisfactory
to learn from the address just presented
by the Anti-slavery Society to Minister
Kwo that the operation of this measure
has met with "perfect success." In
regard to Cuba, however, the address
states that Spain does not carry out her
repeated promises and abolish slavery
on that Island. The whole tenor of the
address, in fact, would lead one to con-
clude that Spain has done nothing
towards the abolition of slavery in Cuba.
Such a conclusion would, we believe, be
a mistake. In a report from Her
Majesty's Consul General in Cuba on
the position of Chinese labourers there,
dated the 18th May last, and reviewed
by us a few weeks ago, mention is made,
in apparently hopeful terms, of the law
for extinguishing negro slavery in Cuba,
by virtue of which all children born of
slave parents after the 17th September
1865, and all slaves attaining 60 years
of age, become free. No one would prob-
ably be disposed to find fault with the
Chinese Government if it refused to
allow an extensive emigration of its
subjects to Cuba until slavery had
been abolished, or, at least, until that
step had been inaugurated. It will be
remembered that the few remarks Mr
Cowper does make in his report with
respect to the treatment of the Chinese
on the Island are fairly creditable to the
employers of labour there, if not to the
Government.

The English Mail of yesterday brings an
apparently special report on the impor-
tant question of opium cultivation in
China, from the pen of Mr A. Nicolson,
one of Her Majesty's Secretaries of
Legation at Peking. A great portion of
the report is taken up with extracts
dealing with this subject, from the reports
of the Commissioners of Customs and
Consuls at the various Treaty Ports, but
towards the end of the document Mr
Nicolson sets forth a few noteworthy
conclusions he forms upon these ex-
tracts, and from his general know-
ledge on the matter. As a matter
of fact, the whole report is a collection
of evidence of the rapid extension of the
cultivation of the poppy in China. The
conclusions Mr Nicolson arrives at are as
follows: (1) that within the last few years
the production of native opium has in-
creased and is increasing; (2) that the
poppy is cultivated in spite of prohibitory
governmental edicts, and in most cases
with the connivance of the authorities;
(3) that the cultivation is likely to be
still further extended, owing to the large
profits which can be made; (4) that the
native can easily undersell the foreign
drug in the market; and (5) that the
chief, and apparently the sole, advantage
possessed by the Indian over the native
article lies in its superior quality. Ap-
pended to the report are some tables
showing the amount and value of the
importation of Indian opium during the
ten years, 1867 to 1876 inclusive. We
reproduce one of these tables showing
the quantity of the drug imported into
the whole of the Treaty Ports and Hong-
kong during the period just mentioned.

The Namhoi Magistracy takes about 11.
100,000 in the course of the year from the
three sources of grain-tax and money com-
muted-tax (both on land) and land transfer-
tax. The Magistracy nets from 11,000,000
to 12,000,000 a year according to his industry.
His expenses are multifarious and large.
All the official ngamuns in the capital are
furnished and repaired at his expense (an
expense shared by the other five Chief
Magistries of the Province); he provides
the human part of the train of the high
officials when they parade the streets; he
keeps innumerable witnesses, murderers,
(pardoned by the Emperor as far as their
heads go), and other prisoners; he makes
present to all his official superiors, to their
secretaries, and to the strangers (often from
other provinces) at and within their gates.
He keeps armies of tax-farmers, police,
spies, and writers within and without his
ngamun, and finally does his best to pay
with good grace whatever demands are
made upon him by all who can and dare
make them. The late magistrate, dying
before he had collected the winter land-tax,
was a loser to the extent of from 11,000,000
to 12,000,000 by his short-lived incumbency.
Part of his advances for immediate ex-
igencies he took from public funds in his
charge, and these his successor will have to
make good; but a large part comes from
his own previous savings. According to the
Chinese system Magistrates of districts are
nothing more than farmers or "publicans."
However much they may wish it, it is im-
possible to be incorrupt (in a European
sense); and as to the high officers, however
much they may wish it, it is impossible for
them to insist on the purity of their sub-
ordinates; for, their salaries being low, they
are driven to subsist on the presents made
to them.

The Peking Gazette has lately been dis-
counting with considerable vigour the
practice of accepting birthday and festival pre-
sents from subordinate officers. Formal

Hostility to Chinese immigration has
certainly undergone a most unexpected
and remarkable development during the
last three years. Commencing with the
great outcry raised in the United States
in regard to the influx of the Chinese, the
feeling of strong opposition against the
Mongolian immigrants rapidly spread to
which these yellow streams of humanity
had been flowing, or were even likely to
flow. So violent has this feeling become
that one of the first acts of the party of
colonists, who recently left Cooktown for
the purpose of exploring New Guinea, on
landing in that country, was to pass a
solemn resolution that they would
"sacrifice their fortunes and lives to
prevent Chinamen from landing!" We
observe now that Western Australia has
taken alarm at a proposal to introduce
Chinese labour into that territory. A
public meeting, influentially attended,
has been, we read, held in Perth, when
both employers and employed were un-
animous in condemnation of the proposal.
Subsequently, also, a deputation waited
upon the Governor and placed the objections
of the people of Perth to the importation of Chinese
into their territory before him, but
His Excellency is said to have faith in
Chinese labour and to have termed the
objections advanced by the deputa-
tion as purely imaginary—a circum-
stance which is unhesitatingly ascribed
to Sir Harry Ord having become prej-
udiced in favour of the Chinese dur-
ing his experience in the Straits Settle-
ments. It seems a pity that the Chinese
immigrants cannot be permitted to go
where they are wanted, instead of being
forced to drift towards places where their
advent is viewed with so much disfavour.

CHINESE NOTES.

In Mr Morley's Sketches from Russian Life
we read:—"All marriages among the com-
mon people in Russia are negotiated by go-
betweens, who arrange preliminaries, extol
the qualities of their clients, examine and
decide on the trousseau of the bride, and
act as head negotiators in the whole affair.
When the father of the bride can afford it,
money is demanded, and a written list of
the predania, or articles of the trousseau, is
given in." The same author mentions that
these "swankies" or go-betweens are old
women. The similarity with Chinese cus-
toms here so evident is most interesting,
and seems to point to ancient influences
which have left their impress upon the
habits of both nations.

Again:—"The Russian law is terribly
foolish and inhuman on one point. A dead
body, or a person in jeopardy of life, must
not be touched or helped except by the police.
If any one interferes, and the man
dies, that interference brings after it a mass
of trouble and expense past calculation,
besides danger of punishment. A boat
may be upset, its crew struggling in the
water, and the banks lined with spectators.
Yet if the men in the water cannot save
themselves, they must perish." Every one
knows the similar peculiarities of the
Chinese in this respect. It is on this account
that the Hongkong Government provide
clearances with a condition that every effort
must be used by the junkman to save life,
if endangered.

The refusal of England to give her assent
to the proposition made by Germany to the
 Powers, that they should take common
action to make the Porte execute the provi-
sions of the Treaty, has been confirmed.

The Russians have evacuated Erzeroum.

Seditious manifestations have taken place
at Stambul, and many arrests have been
made.

In consequence of the cold weather
having set in, in the Southern States, the
Yellow Fever is diminishing.

There has been a volcanic action in the
Lava stream of Mount Vesuvius.

LONDON, 17th September, 1878.

The Austrians have resumed the offensive
at Bosnia and Herzegovina, save at places
where the Insurgents are known to be
strongly entrenched.

The Austrians are bombarding Spalelat.

LONDON, 18th September, 1878.

Owing to the political murders at St
Petersburg, the Police have been reinforced
by Cossacks, and there are now Military
Patrols throughout the Capital.

LOCAL AND GENERAL.

THE Rev. H. Parkes of Canton will preach
at Union Church at both Services to-
morrow.

LA ACHUNGA, a cotton spinner, was to-day
charged at the Police Court with warning
some street gamblers of the approach of the
police by calling out "chow" twice, thus
causing the gamblers to disperse. Mr
Francis said he could not see that the
defendant had been guilty of any offence,
and therefore discharged him.

It would seem that our remarks of the 9th
instant referring to the recent libel case at
Amoy have created a good deal of excite-
ment at that port. The discussion appears
to have waxed so hot in one case that an
appeal to fiction was made, and a stand-
up fight was the result. Amoy is decidedly
getting muscular, and boxing without gloves
is becoming a favourite pastime. We!

presents "of a liquid nature," wine, sea-
weed, sweets, &c. [水糖] are univer-
sally in vogue. But allusion is not made
to these, but to the infamous Tia. 1,000 note
which turns up as a pleasant surprise from
the interior of a parcel of tobacco, or in
the fly-leaf of the latest edition of the
Olasaka. There are distinguished excep-
tions to the general run of Chinese High
Officers—from policy as well as (perhaps)
inclination. Such men pay their own
runners fixed salaries, buy their own rice,
and in short defray all their own expenses,
with the exception of those of furnishing,
which are sanctioned by old custom, and
which come from the pockets of the nearest
convenient district Magistrate.

Despatches from the Provincial Go-
vernments to Peking are conveyed by
runners belonging to the Board of
War. On arrival in Peking these
Despatches are placed in a locked box
at the Transmission Office [通政司].

Each day a palace-eunuch [口體太
監] presents himself at the Transmission
Office and carries off the chest to the
Emperor, (now the Empress), by the
hand or at the order of whom the key is
applied. The Emperor glances over the
despatches, and, if important, or if for any
reason feels so inclined, writes a
minute [批] upon them himself. Gene-
rally, however, he reserves them till the
daily morning visit of the Cabinet [車
議].

The Inner Council [內閣] at once
copies the Despatches and the copy is
taken away by the members of the Cabinet,
who on returning hand them over to the
junior lords. The junior lords prepare
one or more minutes in the sense of the
reply decided upon by His Majesty in
Council, which minutes are corrected or
approved by the Senior Members and taken
to the Emperor on the subsequent or other
proximate morning. His Majesty selects
the minute best suited to the occasion, and
the original despatch is then endorsed to
that effect and at once returned through
the Board of War to the Province whence
it came. The copy, together with a copy
of the minute, is deposited in the Secre-
tariat [秘書處] for reference. Both in
the Palace and in the Provinces archives
are kept and registered very much in the
same way as by ourselves.

Lin, the conqueror of Kashgar, has just
been promoted to the Custody of this Office.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
(Per E. S. A. & C. Telegraph Co.'s Lines.)

LONDON, 16th September, 1878.

The refusal of England to give her assent
to the proposition made by Germany to the
 Powers, that they should take common
action to make the Porte execute the provi-
sions of the Treaty, has been confirmed.

The Russians have evacuated Erzeroum.

Seditious manifestations have taken place
at Stambul, and many arrests have been
made.

In consequence of the cold weather
having set in, in the Southern States, the
Yellow Fever is diminishing.

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised June 7th, 1878.)

In the following Statements and Tables the Rates are given in cents, and are for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Canada, Brazil, India (including Ceylon, the Straits, and Aden), Japan, Egypt, Lebanon, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French, Danish, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are: the Australasian Group, Africa (except French, &c., Colonies), Newfoundland and Central America.

Postage to Union Countries.

General Rates, by any route:—
Letters, 12 cents per ½ oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:—
Letters, 16 cents per ½ oz.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 8 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

	Via San Francisco.	Via S. Hampton.	Via Brindisi.
Letters,	22	26	26
Registration,	12	12	12
Newspapers,	4	4	4
Books & Patterns,	8	10	10

Armenia (S.E.), Bahama, Guatemala (S.E.), Haiti (S.E.), Mexico (S.E.), Panama (S.E.), Salvador (S.E.), and Venezuela (S.E.):—

Letters,	16	34	38
Registration,	None	12	12
Newspapers,	4	4	4
Books & Patterns,	8	10	10

Bolivia, Chili, Ecuador, and Peru:—
Letters, 30
Newspapers, 6
Books & Patterns, 14
Registration, 12

Hawaiian Kingdom (S.E.), Newfoundland:—

Letters,	16	18	20
Registration,	12	12	12
Newspapers,	4	4	4
Books & Patterns,	8	10	10

W. Indies (except as above) Costa Rica, Honduras, Monte Video, New Granada, and Nicaragua:—

Letters,	34	38	
Newspapers,	4	4	
Books & Patterns,	8	10	
Registration,	12	12	

Australia, New Zealand, Tasmania, Fiji, Natal, Ope, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12; Registration, 12; Newspapers, 4; Books and Patterns, 4.

* A small extra charge is made on delivery.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Haiti), for Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent via San Francisco.

LOCAL AND TOWN POSTAGE.

	Letters.	Registration.	Newspapers.	Books & Patterns.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,	2	8	2	2

Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship, &c.:—

Between the above by Contract Mail,	8	8	2	4
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Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—
1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.
2nd. It must be published in numbers at intervals of not more than 51 days, and

must be printed on a sheet or sheets un-
stitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indexes.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Ovalures, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed, nor any enclosure sealed or in any way closed against inspection. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. Samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen or other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., in bags entirely closed, provided such closed bags are transparent; so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the article.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as

the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples. Indigo cannot be sent to any place.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 a.m. to 11.30 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour, after the time of closing. The late fee will also be 18 cents.

Miscellaneous Notices.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business; if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business. (See Postal Guide, par. 103.)

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the British Post Offices in China or Japan, as well as to Macao, Fakh, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as handboxes, &c.); Glass, Liquids, Explosive substances, Matches, Indigo, Dynamite, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Berlin provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognized rates levied (in the case of paid correspondence) by the despatching Office." It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any to loose letters sent outside the mails. These will always be charged on arrival in Hongkong, and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent by Post.

Any foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets. The Prepayment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Private in H.M. Army or Navy, Non-Commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will be paid this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—
1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—
In the S.W. Monsoon.
The English Mail.
The French Mail.

In the N.E. Monsoon.
A Private Steamer a few days before the English Mail.
The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-delivery, or mis-direction of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafer or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission.

By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed:—

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PARCELS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by a carrier. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Amoy, Saigon and Bangkok are requested to give notice to the Post Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

The Stamp Office being now provided with a 3 cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

Money Order Regulations.

1.—Money Orders on the United Kingdom and the Straits Settlements are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheques, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.	
Up to £2.....	18 cents.
" 25.....	36 "
" 50.....	54 "
" £10.....	72 "

Local Money Orders (including Straits Settlements).

Up to \$25.....	18 cents.
" 50.....	30 "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.

+ Local Orders on Shanghai are drawn at 2 per cent premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

POST OFFICE NOTICE.

Unclaimed Correspondence.

Sept. 19, 1878.

Letts. Pags.	Letts. Pags.
A Fook	1
Alow, Joseph	1
Ally Myan	1
Atak Myan	1
Ayoon	1
Barrue, Monra	1
Bell, Mrs	1
Bonnet, G. A.	2
Boscolo, L.	2
Bradley, D. B.	1
Bridges, Col.	1
Broskauer	4
Capt. J.	1
Brown, Camp	1
bell, Sir	1
Bushnell, Saml.	1
Butcher, J. B.	1
Carter, W. S.	1
Caspi, E.	1
Ching Loong	1
C. & Co.	1
Church, H. E.	1
Congdon, Mrs	1
Cunha, Caro-	1
lina, da	1
Dering, Geo.	1
Devlin, H.	1
Dezzeret	1
Miss E. A.	1
Duke, Monr.	1

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Harbour or midway between each shore are marked S, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Alverton	Brit.	1088	Sept. 18	Meyer & Co.	Shanghai	To-day
Argentine	Brit.	915	Sept. 17	Turner & Co.	London, &c.	To-morrow
Bellona	Brit.	789	Sept. 9	Wm. Pustan & Co.	Jaigon	23rd inst.
Bombay	Brit.	749	Feb. 12	Kwok Acheong	Manila	23rd inst.
Cebu	Brit.	250	Aug. 26	Russell & Co.	Yokohama	23rd inst.
China	Brit.	1036	Aug. 27	P. & O. S. N. Co.	Shanghai	To-day
Chinkiang	Brit.	648	Sept. 19	Siemens & Co.	Shanghai	To-day
Danu	Brit.	799	Sept. 20	Siemens & Co.	Shanghai	To-day
Fune	Brit.	664	Sept. 17	Yuen Fat Hong	Shanghai	To-day
Fatchoy	Brit.	117	Sept. 10	H. K. & W. P. Dock Co.	Thames & S. F. Dock	To-day
Galeo	Brit.	117	Sept. 10	H. K. & W. P. Dock Co.	Thames & S. F. Dock	To-day
Hailong	Brit.	1712	Sept. 10	O. & S. S. Co.	Amoy and Tamsui	To-day
Khedive	Brit.	2092	Sept. 18	P. & O. S. N. Co.	Europe, &c.	To-day
Kienchow	Brit.	2092	Sept. 18	P. & O. S. N. Co.	Europe, &c.	To-day
Kwangtung	Brit.	675	Sept. 14	Douglas Laprak & Co.	Coast Ports	To-day
Lorne	Brit.	1035	Sept. 2	Hop Koo	Japan and Penang	To-day
Malacca	Brit.	1044	Sept. 17	P. & O. S. N. Co.	Malis	To-day
Mayenne	Brit.	1044	Sept. 17	P. & O. S. N. Co.	Malis	To-day
Namoa	Brit.	862	Sept. 21	Douglas Laprak & Co.	Coast Ports	To-day
Norna	Brit.	862	Sept. 21	Douglas Laprak & Co.	Coast Ports	To-day
Orissa	Brit.	1647	Sept. 6	P. & O. S. N. Co.	Europe, &c.	To-day
Perin	Brit.	1016	Sept. 6	Holliday, Wise & Co.	Europe, &c.	To-day
Quinta	Brit.	874	Sept. 17	Soey Shing	Europe, &c.	To-day
Sea Gull	Amer.	48	July 18	W. H. Ray	Europe, &c.	To-day
Venetia	Brit.	1728	Sept. 20	P. & O. S. N. Co.	Europe, &c.	To-day
Yongtong	Brit.	286	Sept. 10	Kwok Acheong	Europe, &c.	To-day
Yungking	Brit.	700	Sept. 20	G. M. S. N. Co.	Europe, &c.	To-day
Sailing Vessels						
Ada Melmore	Brit.	568	Sept. 18	Meyer & Co.	Shanghai	To-day
Albert Russell	Amer.	762	July 16	Vogel, Hagedorn & Co.	New York	To-day
Aleasia	Brit.	898	Sept. 11	Vogel, Hagedorn & Co.	Cebu	To-day
Aldebaran	Brit.	598	Aug. 30	Vogel, Hagedorn & Co.	New York	To-day
Aristide	Brit.	389	Sept. 4	Carlowitz & Co.	Newchwang	To-day
Athene	Brit.	605	July 16	Olyphant & Co.	New York	To-day
Banfan	Brit.	760	Sept. 15	Melchers & Co.	New York	To-day
Benefactor	Amer.	696	Aug. 29	Meyer & Co.	London	To-day
Bertie Biglow	Amer.	1142	Sept. 11	Meyer & Co.	London	To-day
Borneo	Amer.	758	Sept. 11	Meyer & Co.	London	To-day
Brema	Brit.	330	Sept. 11	Meyer & Co.	London	To-day
Brumette	Brit.	374	Sept. 11	Meyer & Co.	London	To-day
Canton	Brit.	779	Sept. 11	Meyer & Co.	London	To-day
Centennial	Amer.	1286	Aug. 21	Russell & Co.	Portland (Oregon)	To-day
Challenge	Brit.	699	Sept. 18	Douglas Laprak & Co.	Portland (Oregon)	To-day
Charles Moreau	Brit.	368	Sept. 11	Landstein & Co.	Portland (Oregon)	To-day
Charlotte Andrews	Brit.	356	June 19	Rosario & Co.	Portland (Oregon)	To-day
Civiale	Brit.	379	Sept. 11	Siemens & Co.	Portland (Oregon)	To-day
Coeran	Amer.	188	July 18	W. H. Ray	Portland (Oregon)	To-day
Cosmo	Brit.	1220	Sept. 1	P. & O. S. N. Co.	Portland (Oregon)	To-day
Dartmouth	Brit.	915	Aug. 6	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Dharwar	Brit.	1300	Aug. 17	Gibb, Livingston & Co.	Portland (Oregon)	To-day
Dirigo	Amer.	684	July 14	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Emilio V.	Ital.	724	Sept. 8	D. Musso & Co.	Portland (Oregon)	To-day
Esperance	Brit.	272	Sept. 10	Carlowitz & Co.	Portland (Oregon)	To-day
Formosa	Brit.	282	Sept. 1	Melchers & Co.	Portland (Oregon)	To-day
Fortune	Brit.	460	Sept. 16	Tack Mac	Portland (Oregon)	To-day
George Sholfeld	Amer.	1813	Sept. 18	Arnold, Karberg & Co.	Portland (Oregon)	To-day
Glamis	Brit.	1150	Sept. 17	Russell & Co.	Portland (Oregon)	To-day
Gollah	Brit.	542	July 11	Chinese	Portland (Oregon)	To-day
Hamburg	Brit.	817	Sept. 15	Eduard Schellhaus & Co.	Portland (Oregon)	To-day
Hanz	Brit.	372	Sept. 14	Wielor & Co.	Portland (Oregon)	To-day
Highlander	Brit.	1400	Sept. 19	Jardina, Matheson & Co.	Portland (Oregon)	To-day
Holpur	Brit.	522	Sept. 3	Rosario & Co.	Portland (Oregon)	To-day
Hylton Castle	Brit.	548	Aug. 29	Arnold, Karberg & Co.	Portland (Oregon)	To-day
Imperatrice Elisabeth	Aust.	1629	Sept. 20	D. Musso & Co.	Portland (Oregon)	To-day
Iphigonia	Brit.	464	Sept. 9	Wielor & Co.	Portland (Oregon)	To-day
Japan	Brit.	270	Sept. 10	Meyer & Co.	Portland (Oregon)	To-day
John Potts	Amer.	1470	July 15	Russell & Co.	Portland (Oregon)	To-day
Josephus	Brit.	870	Sept. 16	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Jules Dufaur	Amer.	329	Sept. 18	Tack Mac	Portland (Oregon)	To-day
Kim Yong Tye	Brit.	430	Sept. 18	Captain	Portland (Oregon)	To-day
Koror	Brit.	329	Sept. 18	Tack Mac	Portland (Oregon)	To-day
Leontadia	Brit.	817	Sept. 18	Meyer & Co.	Portland (Oregon)	To-day
Lizzie Perry	Brit.	1129	Aug. 26	Russell & Co.	Portland (Oregon)	To-day
Lottie Moore	Amer.	830	July 22	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Louis Eugene	Brit.	438	Sept. 15	Carlowitz & Co.	Portland (Oregon)	To-day
Mary Fraser	Brit.	1174	Aug. 11	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Melrose	Amer.	994	Sept. 19	Order	Portland (Oregon)	To-day
Minna	Brit.	467	Sept. 8	Meyer & Co.	Portland (Oregon)	To-day
Min-y-don	Brit.	1103	Sept. 8	Olyphant & Co.	Portland (Oregon)	To-day
Moneta	Brit.	621	Aug. 1	Gibb, Livingston & Co.	Portland (Oregon)	To-day
Moss Glen	Brit.	549	May 29	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Nicolaus	Brit.	167	Sept. 11	Arnold, Karberg & Co.	Portland (Oregon)	To-day
Norseman	Brit.	777	Sept. 16	Chinese	Portland (Oregon)	To-day
Northern Star	Brit.	827	Sept. 11	Chinese	Portland (Oregon)	To-day
Pandora	Brit.	596	Sept. 13	Meyer & Co.	Portland (Oregon)	To-day
Panios	Brit.	342	Sept. 7	Carlowitz & Co.	Portland (Oregon)	To-day
Paul Marie	Brit.	824	Sept. 12	Carlowitz & Co.	Portland (Oregon)	To-day
Perle	Brit.	276	Sept. 11	Eduard Schellhaus & Co.	Portland (Oregon)	To-day
Phillip Fitzpatrick	Amer.	582	Sept. 12	Douglas Laprak & Co.	Portland (Oregon)	To-day
Regent	Brit.	344	Sept. 5	Meyer & Co.	Portland (Oregon)	To-day
Register	Amer.	930	Aug. 31	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
R. Hay	Brit.	214	Sept. 17	Remedios & Co.	Portland (Oregon)	To-day
Rosie Welkham	Brit.	280	Sept. 11	Turner & Co.	Portland (Oregon)	To-day
S. G. Pinkham	Amer.	1878	Aug. 21	Captain	Portland (Oregon)	To-day
Sarah Bell	Brit.	138	Sept. 13	Gibb, Livingston & Co.	Portland (Oregon)	To-day
Sir Charles Napier	Brit.	812	July 18	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Southern Cross	Brit.	1161	May 27	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Strathairn	Brit.	1120	Aug. 29	Russell & Co.	Portland (Oregon)	To-day
Sully	Brit.	1101	Sept. 2	Messageries Maritimes	Portland (Oregon)	To-day
Sumatra	Brit.	887	Sept. 15	Ozark & Co.	Portland (Oregon)	To-day
Summer K. Mead	Amer.	1090	Sept. 15	Russell & Co.	Portland (Oregon)	To-day
Tek L.	Brit.	1117	July 18	Russell & Co.	Portland (Oregon)	To-day
Trio	Brit.	350	Sept. 8	Wm. Pustan & Co.	Portland (Oregon)	To-day
Trowbridge	Brit.	268	Sept. 10	Siemens & Co.	Portland (Oregon)	To-day
Tyburnia	Brit.	1287	Aug. 18	Vogel, Hagedorn & Co.	Portland (Oregon)	To-day
Varona	Brit.	948	June 19	Olyphant & Co.	Portland (Oregon)	To-day
Varna	Brit.	486	Aug. 22	Wielor & Co.	Portland (Oregon)	To-day
Venus	Brit.	402	Aug. 7	Remedios & Co.	Portland (Oregon)	To-day
W. E. Gladstone	Brit.	584	Sept. 16	Captain	Portland (Oregon)	To-day
WHAMPOA						
Emulation	Brit.	880	Sept. 19	Wielor & Co.	Portland (Oregon)	To-day
Flensburg	Brit.	365	Sept. 18	Eduard Schellhaus & Co.	Portland (Oregon)	To-day

Men-of-war in Hongkong Harbour.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Frolic	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
Estrel	Brit.	gunboat	2591	4	100	Sept. 18	H. Edwards
Nesance	Brit.	military hospital	541	20	600	Sept. 12	H. D. Manley
Sanger	U. S.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Victor Emanuel	Brit.	Commodore's flag-ship	3087	20	600	Sept. 12	Commodore Watson

SHIPPING IN SHANGHAI HARBOUR.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
September 14, 1878.							
Merchant Steamers.							
Douglas Castle	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
Fungshun	Chinese	gunboat	2591	4	100	Sept. 18	H. Edwards
Galates	for London, &c.	gun vessel	541	20	600	Sept. 12	H. D. Manley
Gonka Maru	Japanese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Glennagles	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Hidoyoshi Maru	Japanese	gun vessel	541	20	600	Sept. 12	Commodore Watson
H. O. Orsted	Danish	gun vessel	541	20	600	Sept. 12	Commodore Watson
H. E. van	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Hindostan	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Hwayuen	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Khedive	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Kiang-piat	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Kiang-wai	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Kiang-yuen	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Kiang-yung	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Lea Yuen	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Meltonshabie	for New York	gun vessel	541	20	600	Sept. 12	Commodore Watson
Newchwang	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Powkang	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Merchant Sailing Vessels.							
Ada	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
B. Agner	American	gun vessel	541	20	600	Sept. 12	Commodore Watson
Capella	Swedish	gun vessel	541	20	600	Sept. 12	Commodore Watson
Chabron Wafiana	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Catty Sark	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Diavant	German	gun vessel	541	20	600	Sept. 12	Commodore Watson
Dock	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Fiery Cross	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Forward Ho	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Halton Castle	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Haydn Brown	Brit.	gun vessel	541	20	600	Sept. 12	Commodore Watson
Hidoyoshi	Chinese	gun vessel	541	20	600	Sept. 12	Commodore Watson
Sailing Vessels.							
Inverness	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
Inverness	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
J. B. Worcester	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
Kin-see hwa	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Martha	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Mary Whitridge	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Mignone	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Motini Lebarca	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Oscar Vidal	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Paul Jones	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Peter	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Salama	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Serapis	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Siam	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Sumatra	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Taitung	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Thermopylae	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Thetis	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
W. H. Bessie	Chinese	gun vessel	462	4	100	Sept. 10	Dupres
Men-of-war.							
Cyclop	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
Horat	Brit.	gun vessel	462	4	100	Sept. 10	Dupres
Monarch	Brit.	gun vessel	462	4	100	Sept. 10	Dupres

HONGKONG MARKET PRICES.

Corrected to Saturday, Sept. 21st, 1878.
At 1120 Cash per Dollar Mexican.

Butcher Meat.		Chinese Names.
Bacon, English, . lb.	450 400	來路烟猪肉
" Ame. Sugar cured, . "	350 300	花旗烟猪肉
" Foochow, . "	220 200	福州烟猪肉
Beef, shoin and prime cut, cy.	170 160	尾龍扒肉
Beef Corned, . catty	140 130	鹹牛肉
" Roast, . "	160 140	燒牛肉
" Soup, . "	110 100	湯牛肉
" Steak, . "	160 140	牛扒
Bullocks' Brains, . per set	50 40	牛腦
" Tongue, fresh, each	320 300	牛刷
" " corned, . "	320 300	鹹牛刷
" Head, . "	500 450	牛頭
" Heart, . "	140 130	牛心
" Hump, Salt . catty	160 140	牛肩
" Feet, . each	50 40	牛脚
" Kidneys, . "	60 50	牛腰
" Tail, . "	110 100	牛尾
" Liver, . catty	80 70	牛肝
" Tripe (undressed), catty	60 50	牛肚
Calves' Head and Feet, set	600 500	牛頭脚
Hams, American, . lb.	350 300	花旗火腿
" Chinese, . "	220 200	金華火腿
" English . "	400 360	來路火腿
Mutton Chop, . "	180 160	羊腩
" Leg, . "	180 160	羊腿
" Shoulders, . "	140 130	羊手
Pigs' Chitlings, . catty	60 50	猪臟
" Feet, . "	90 80	猪脚
" Fry, . "	100 90	猪雜
" Head, . "	80 70	猪頭
" Heart, . each	60 50	猪心
" Kidneys, . "	80 70	猪腰
" Liver, . lb.	100 90	猪肝
Pork, Chop, . catty	150 140	猪排
" Corned, . "	140 130	鹹猪肉
" Leg, . "	180 140	猪腿
" Fat or Lard, . "	110 100	猪油
Sheeps' Head and Feet, set	400 350	羊頭脚
" Heart, . each	50 40	羊心
" Kidneys, . "	80 70	羊腰
" Liver, . "	140 130	羊肝
Smoking Pigs, . "	\$2.25 \$1.50	猪仔
Sweet Bread, . catty	140 130	猪心
" Cal, . "	160 140	牛仔
Poultry.		生口
" Ducks, . catty	250 180	鐵鴨
" " " each	100 90	班鳩
" " " catty	110 100	鴨
" Eggs, Hen . doz.	100 —	雞蛋
" " " catty	180 160	雞
" " " " "	150 140	鷄
" " " each	320 300	鷄
" " " " "	\$1.75 1.50	省城山鷄
" " " each	130 120	白鵪鶉
" " " " "	750 700	省城家兔
" " " doz.	500 400	沙道雀
" " " each	100 90	火雞
" " " catty	500 400	火雞
" " " " "	350 300	火雞
Fish.		海鮮
Embay Ducks, . per hundred	400 300	肚魚乾
" " " catty	90 80	鯽魚
" " " " "	100 90	鯽魚
" " " " "	70 60	鯽魚
" " " " "	160 —	鹹魚
" " " " "	100 60	蟹
" " " " "	100 80	墨魚
" " " " "	80 70	沙
" " " " "	50 40	倒
" " " " "	60 50	海
" " " " "	110 100	淡水
" " " " "	120 110	黃鱔
" " " " "	70 60	刺
" " " " "	140 110	大鮮魚
" " " " "	80 60	小鮮魚
" " " " "	140 110	田雞
" " " " "	180 120	石斑
" " " " "	110 100	白魚
" " " " "	100 90	紅角
" " " " "	80 80	黃魚
" " " " "	80 80	黃魚
" " " " "	\$1.00 —	煙黃魚
" " " " "	140 130	生魚
" " " " "	160 150	龍蝦
" " " " "	90 80	鱸魚
" " " " "	110 100	鹹魚
" " " " "	110 100	魚
" " " " "	60 50	頭
" " " " "	110 100	魚
" " " " "	100 90	花
" " " " "	100 80	白
" " " " "	100 80	明
" " " " "	60 50	琵琶
" " " " "	110 100	狗
" " " " "	110 100	石
" " " " "	210 90	魚